NACOmatic

Effective: 21-Oct-2010 Expires: 18-Nov-2010



Warranty

availability, applicability and/or correctness of any of the information in this document.

I make absolutely no warranty nor guarantee whatsoever about the accuracy,

The official, original NACO documents are available for your downloading pleasure from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

prohibited.

The sale, hosting and/or distribution of this document in any and all forms, is

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R.

Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused

in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release

liability for gross negligence or willful misconduct of the Released Party. I agree to

indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

Kiı	ndle-	-DX In	dex	; by-AptID		Use	"Menu",	then	"Goto	Page
0 D	1 6-1	Alt#1		_						
	Min	TO#1		5 14						
OR	МТП	358	· <u>-</u>	94						
		9 5 9	_	120						
		AST	_	40						
		BDN	_	59						
		BKE	_	55						
		BNO	_	65						
		CVO	_	68						
		DLS	_	272						
		EUG	_	78						
		GCD	_	99						
		HIO	_	177						
		HRI	_	96						
		LGD	_	114						
		LKV	_	117						
		LMT	_	102						
		MFR	-	131						
		MMV	-	126						
		ONO	-	165						
		ONP	-	146						
		OTH	-	153						
		PDT	-	169						
		PDX	-	192						
		RBG	-	255						
		RDM	-	243						
		S12	-	38						
		S21	-	269						
		S33	-	123						
		s39	-	238						
		SLE	-	258						
		SPB	-	266						
		TMK	-	276						
		\mathtt{TTD}	-	232						
		UAO	_	48						

Kindle-DX Index; by-C	ity, l	oy-AptI	:D	Use	"Menu",	then	"Goto	Page
OR Mins - Alternates	#1 -	5						
OR Mins - Take-Off #1		14						
ALBANY		38						
ASTORIA A		40						
AURORA U		48						
BAKER CITY B	KE -	55						
BEND B		59						
BURNS B	NO -	65						
CORVALLIS C	.vo -	68						
EUGENE E	UG -	78						
GRANTS PASS 3	s8 -	94						
HERMISTON H	RI -	96						
JOHN DAY G	CD -	99						
KLAMATH FALLS L	MT -	102						
LA GRANDE L	GD -	114						
LAKEVIEW L	KV -	117						
LEXINGTON 9	s9 -	120						
MADRAS S	33 -	123						
MC MINNVILLE M	MV -	126						
MEDFORD M	FR -	131						
NEWPORT O	NP -	146						
NORTH BEND O	TH -	153						
ONTARIO O	NO -	165						
PENDLETON P	DT -	169						
PORTLAND H	IO -	177						
PORTLAND P	DX -	192						
PORTLAND T	TD -	232						
PRINEVILLE S	39 –	238						
REDMOND R	DM -	243						
ROSEBURG R	BG -	255						
SALEM S	LE -	258						
	PB -	266						
SUNRIVER S		269						
THE DALLES D	LS -	272						
TILLAMOOK T	MK -	276						

NAME



21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS



ALTERNATE MINIMUMS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR ALBANY MUNI VOR/DME or GPS-A NA except for operators with approved weather reporting service.
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.
ASTORIA, OR ASTORIA RGNLRNAV (GPS) Rwy 26 ¹² VOR Rwy 8 ³ ¹ NA when local weather not available. ² Categories A, B, 900-2; Category C, 900-2 ³ / ₄ ; Category D, 900-3. ³ Category C, 800-2 ¹ / ₄ ; Category D, 900-3.
AURORA, OR AURORA STATE
BAKER, MT BAKER MUNINDB Rwy 131

ASTORIA, OR
ASTORIA RGNL RNAV (GPS) Rwy 2612 VOR Rwy 83
¹ NA when local weather not available. ² Categories A, B, 900-2; Category C, 900-2 ³ / ₄ ; Category D, 900-3. ³ Category C, 800-2 ¹ / ₄ ; Category D, 900-3.
AURORA, OR
AURORA STATELOC Rwy 17 ¹ RNAV (GPS) Rwy 17 ²³ RNAV (GPS) Rwy 35 ²
¹Category D, 800-2¼. ²NA when local weather not available. ³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
BAKER, MT BAKER MUNINDB Rwy 131
NDB Rwy 31 ² ¹Categories A,B, 1100-2; Categories C,D, 1100-3.

2Categories A,B, 1000-2; Category C, 1000-23/4;

BAKER CITY MUNI RNAV (GPS) Rwy 1312

NAME ALTE BELLINGHAM, WA BELLINGHAM INTL NA when local weather no	RNAV (GPS) Rwy 16
BIG PINEY, WY MILEY MEMORIAL FIELD Category D, 800-21/4.	VOR Rwy 31
	NAV (GPS) Rwy 10L ² NAV (GPS) Rwy 28R ³ -2 ¹ / ₄ .
BOISE, ID BOISE AIR TERMINAL(GO FIELD)RN	

BOISE AIR TERMINAL(GOWEN
FIELD) LOC BC Rwy 28L
RNAV (GPS) Y Rwy 10R
RNAV (GPS) Y Rwy 28L
VOR/DME or TACAN Rwy 10L
VOR/DME or TACAN Rwy 28L
Category E, 1000-3.

BOZEMAN, MT	
GALLATIN FIELD	RNAV (GPS)-A1
	VOR Rwy 12 ²
¹ Categories A, B, 1900-3.	1900-2; Categories C, D,
² Categories A. B.	900-2: Category C. 900-23/4:

BREMERTON, WA

Category D, 900-3.

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available. 1Categories A,B, 1200-2; Categories C,D, 1200-3.



ALTERNATE MINS

⁴NA when control zone not in effect.

¹NA when local weather not available.

3Categories A,B, 1900-2; Categories C,D,

Category D, 1000-3.

²Category D, 900-23/4.

BAKER CITY, OR

1900-3.

VOR-A13

VOR/DME Rwy 1324





ALTERNATE MINIMUMS RNAV (GPS) Rwy 31 ¹
VOR/DMÉ Rwy 31 ² er not available.
; Category D, 800-2½.
VOR-A
VOR/DME-B er not received.
INT VERNON, WA
NDB Rwy 101
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
er not available. 0-2; Categories C,D,
VOR Rwy 30 0-2; Categories C,D,
ILS Y Rwy 15 ¹ LOC/DME Rwy 15 ² RNAV (GPS) Y Rwy 15 ³
V (GPS) Z Rwy 15,1200-2
VOR or GPS-B.1400-3
OR/DME or GPS-A.3000-3
1200-4.
0-2; Categories C,D,
0-2; Categories C,D,

	
NAME CHEYENNE, WY	ALTERNATE MINIMUMS
CHEYENNE RGNL/	JERRY OLSON
	ILS or LOC Rwy 27 ¹
, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NDB Rwy 271
	RNAV (GPS) Rwy 9 ²
	RNAV (GPS) Rwy 13 ²
	RNAV (GPS) Rwy 31 ²
¹ NA when control to	, , ,
² NA when local we	ather not available.
CODY, WY	
,	
YELLOWSTONE	
REGIONAL	RNAV (GPS) Rwy 221
	VOR or GPS-A ²
0 ,	21/4; Category D, 200-23/4.
² Category D, 900-3	3.
COEUR D'ALENE	, ID
COEUR D'ALENE-F	PAPPY
BOYINGTON FIELD	ILS or LOC/DME Rwy 5

NDB Rwy 5 RNAV (GPS) Rwy 5 VOR Rwy 5 VOR/DME Rwy 1 NA when local weather not available.

DEER PARK, WA

DEER PARK RNAV (GPS) Rwy 34

NA when local weather not available.

DILLON, MT

DILLONVOR or GPS-A,1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTYVOR Rwy 29 Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLANDRNAV (GPS)-A

Categories A, B, 1100-2.

NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD RNAV (GPS) Rwy 25¹

RNAV (GPS) Rwy 29

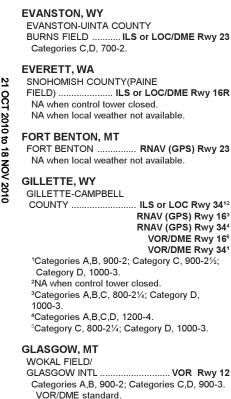
VOR-B²

NA when local weather not available. Category D, 800-21/4.

²Category A, 1500-2.







ALTERNATE MINS

NA when local weather not available.

¹NA when control tower closed. ²NA when local weather not available. ³Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-23/4.

²Category C, 800-21/4; Category D, 1300-3.

FIELDILS or LOC/DME Rwy 16R1

EPHRATA MUNI RNAV (GPS) Rwy 31

ALTERNATE MINIMUMS

ILS or LOC/DME Rwy 16L¹ RNAV (GPS) Rwy 34R²

RNAV (GPS) Rwy 21² VOR/DME Rwy 3¹ VOR Rwy 21¹

NAME

EPHRATA. WA

EUGENE, OR MAHLON-SWEET

¹Category D. 1300-3.



····
NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾
GOODING, ID GOODING MUNI RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 NA when local weather not available.
GRAY AAF (KGRF) FORT LEWIS, WA
GREAT FALLS, MT GREAT FALLS INTL NDB Rwy 34 Category D, 800-21/4.
GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT

HAVRE CITY-COUNTYVOR Rwy 26 Categories A, B, 900-2; Category C, 900-2³/₄; Category D, 900-3.





10294



NAME ALTERNATE MINIMUMS HELENA, MT HELENA RGNL ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712 LOC/DME BC-C13 NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwv 236

RNAV (GPS) X Rwy 275 RNAV (RNP) Z Rwy 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A®

VOR/DME-B6 ¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2.

⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3. ⁷NA when local weather not available.

⁸Categories A, B, 2900-2; Categories C, D, 2900-3.

91000-4.

HOQUIAM, WA

21 OCT 2010 to 18 NOV 2010

BOWERMAN RNAV (GPS) Rwy 241 VOR/DME Rwv 242 VOR Rwy 61

¹Category D, 800-21/4.

²Categories A,B, 900-2; Category C, 900-23/4; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Y Rwy 23

RNAV (GPS) Y Rwy 203 VOR Rwv 203

¹ILS, Category E, 700-21/2. LOC, Category E, 800-21/2.

²Category E, 800-21/2.

³NA when local weather not available.

JACKSON, WY

JACKSON HOLERNAV (GPS) X Rwy 11 RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4 VOR/DME Rwv 12

VOR/DME Rwv 193

¹Categories A,B, 1200-2; Categories C,D, 1200-3. ²Categories A,B,1000-2; Categories C,D,

1000-3.

Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS JEROME. ID

JEROME COUNTY RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 271 VOR/DME-A

NA when local weather not available. ¹Categories A, B, 1300-2; Categories C, D,

1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/ OGILVIE FIELD RNAV (GPS) Y Rwy 9 Category B, 900-2; Category C, 900-21/2.

KALISPELL, MT

GLACIER PARK INTLILS or LOC Rwy 21 RNAV (RNP) Y Rwy 22 RNAV (RNP) Rwy 20, 800-21/22

¹ILS, Categories C, D, 700-2. ²NA when local weather not available.

KELSO, WA

SOUTHWEST

WASHINGTON RGNL RNAV (GPS) Rwy 12 Categories A, B, 900-2.

KLAMATH FALLS. OR

KLAMATH FALLS ILS or LOC/DME Rwy 321 RNAV (GPS) Rwv 142

> RNAV (GPS) Rwy 323 VOR/DME or TACAN Rwy 144

VOR/DME or TACAN Rwv 324 ¹ILS, Category A, 800-2; Category B, 900-2; Category C, 900-23/4; Category D, 1000-3.

LOC, Category B, 900-2; Category C, 900-23/4; Category D, 1000-3. ²Categories A, B, 900-2; Category C, 900-23/4;

Category D, 1000-3. 3Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3. ⁴Category B, 900-2; Category C, 900-23/4;

Category D, 1000-3; Category E, 1700-3.

LAKEVIEW, OR

LAKE COUNTY VOR/DME-A Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.



ALTERNATE MINS



ALTERNATE MINS



NAME	ALTERNATE MINIMUMS
LEWISTON, ID	
LEWISTON-NEZ PER	CE
COUNTY	RNAV (GPS) Y Rwy 81
	RNAV (GPS) Y Rwy 261
	RNAV (RNP) Z Rwy 8 ²
	RNAV (RNP) Z Rwy 12 ²
	RNAV (RNP) Z Rwy 26 ²
	VOR Rwy 8 ³
	VOR Rwy 261
¹Category D, 800-21/4	

²NA when local weather not available.

3Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN. MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7 VOR Rwv 7 Category D, 800-21/4.

LIVINGSTON, MT

MISSION FIELD VOR/DME-B1 VOR-A²

¹Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

²Categories A, B, 2200-2; Categories C,D, 2200-3.

MC CALL, ID

21 OCT 2010 to 18 NOV 2010

MC CALL MUNI RNAV (GPS) Rwy 161 RNAV (GPS) Y Rwy 342 RNAV (GPS) Z Rwy 3434

¹Category C, 900-21/2.

²Categories A, B, 1600-2; Categories C, D, 1600-3.

3NA when local weather not available.

⁴Category C, 900-2½; Category D, 1000-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ILS or LOC Rwy 22 RNAV (GPS) Rwy 4 RNAV (GPS) Rwv 22 VOR/DME-B

NA when local weather not available.

Category D 800-21/4.

NAME ALTERNATE MINIMUMS MEDFORD, OR ROGUE VALLEY INTL-

MEDFORD ILS or LOC/DME Rwv 1412

LOC/DME BC-B²³ RNAV (GPS)-D3

RNAV (GPS) Rwy 144 VOR-A5

VOR/DME-C3

VOR/DME-B6

VOR/DME Rwv 145 ¹ILS, Categories A, B, C, 700-2; Category D,

900-21/2. LOC, Category D, 900-21/2. ²NA when control tower closed.

3Categories A. B. 2300-2: Categories C. D. 2300-3.

⁴Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D 1400-3.

MISSOULA. MT

MISSOULA INTLILS Z Rwy 111 RNAV (GPS)-D2 RNAV (GPS) Y Rwy 1134 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME-A5

¹NA when control tower closed.

²Categories A, B, 1400-2; Category C, 1400-3; Category D, 1500-3.

³NA when local weather not available. ⁴Categories A, B, 1900-2; Categories C, D,

1900-3.

5Categories A, B, 2000-2; Categories C, D, 2000-3.

⁶Categories A, B, 1800-2; Categories C, D, 1800-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1 NDB Rwy 32R² RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1 RNAV (GPS) Rwy 221 VOR Rwy 42 VOR -1 Rwy 14L² VOR -3 Rwy 14L² VOR Rwy 22² VOR Rwy 32R²

¹NA when local weather not available.

²NA when control tower closed.









234		
NA except for opera reporting service.	ALTERNATE MINIMUMSVOR or GPS Rwy 31 ttors with approved weather 0-2;Categories C,D, 900-3.	NAME PENDLETO EASTERN O PENDLETO
NORTH BEND, OR SOUTHWEST OREC RGNL		NA when I
	VOR-A ³ VOR/DME-B ² VOR/DME Rwy 4 ⁴	PINEDALE PINEDALE/ FIELD
21/4; Category D, 1 900-21/4; Category 2Category C, 900-21	B, 800-2; Category C, 900- 100-3. LOC, Category C, D,1100-3. 4; Category D, 1100-3. 200-2; Categories C, D,	NA when I 1Category 2Category
⁴Categories C, D, 10		POCATELL POCATELL
NA when local weat	RNAV (GPS) Rwy 7	¹ NA when ² NA when
OLYMPIA, WA OLYMPIA RGNL	ILS or LOC Rwy 17 ¹²³ RNAV (GPS) Rwy 17 ² RNAV (GPS) Rwy 35 ² VOR-A ²⁴ VOR/DME Rwy 35 ²	PORT ANG WILLIAM R FAIRCHILD
¹ ILS, Categories C, ² NA when local wea ³ NA when control to ⁴ Category D, 800-21	D, 700-2. ther not available. wer closed.	NA when Interpretation 1000-3.
ONTARIO, OR ONTARIO MUNI NA when local weat		
D4000 1444		

NAME PENDLETON, OR EASTERN OREGON PENDLETON	ALTERNATE MINIMUMS RGNL AT ILS or LOC/DME Rwy 25¹ RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 25 RNAV (GPS) Rwy 29 VOR Rwy 7	
NA when local weather not available. 1ILS, NA when control tower closed.		
PINEDALE, WY PINEDALE/RALPH W FIELD NA when local weath ¹Category C, 800-2½²Category D, 800-2½	RNAV (GPS) Rwy 11 ² RNAV (GPS) Rwy 29 ² ner not available. 4; Category D, 800-2½.	
POCATELLO, ID POCATELLO RGNL. 1NA when control zo 2NA when local weat		
DODT ANCEL EC V	MA.	

GELES, WA

D INTLILS or LOC Rwy 8 RNAV (GPS) Rwy 81

RNAV (GPS) Rwy 26 local weather not available.

es A, B, 1000-2; Categories C, D,



21 OCT 2010 to 18 NOV 2010

PASCO, WA



3Category D, 800-21/4.

NA when local weather not available. ¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

TRI-CITIES ILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R RNAV (GPS) Rwy 30 VOR Rwy 21R3 VOR/DME Rwy 30 M7

ALTERNATE MINS



ALIERNAIE MINS	
NAME ALTERNATE MINIMUMS PORTLAND, OR	NAME ALTERNATE MINIMUMS REDMOND, OR
PORTLAND INTL ILS or LOC Rwy 10L¹ ILS or LOC Rwy 10R²	ROBERTS FIELDILS or LOC Rwy 22¹ VOR/DME Rwy 22²
ILS or LOC Rwy 28L ³ ILS or LOC Rwy 28R ⁴	¹ ILS,LOC,Category D,800-2½; Category E, 800-2½.
LOC/DME Rwy 21 ⁵ RNAV (GPS) Rwy 10L ⁵	² Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.
RNAV (GPS) Rwy 10R ⁵ RNAV (GPS) Rwy 12 ⁶	RENTON, WA
RNAV (GPS) Rwy 28L ⁵ RNAV (GPS) Rwy 28R ⁵	RENTON MUNI NDB Rwy 16¹ RNAV (GPS) Y Rwy 16²
VOR/DME Rwy 21 ⁵ VOR-A ⁷	NA when local weather not available. ¹Categories A, B, 1000-2; Categories C, D,
VOR Rwy 28R⁵ ¹ILS, Category A, 700-2; Categories B, C,	1000-3. ² Categories A, B, 900-2; Category C, 900-2 ³ / ₄ ;
800-2; Category D, 1000-3. LOC, Category D, 1000-3.	Category D, 900-3.
² Categories A, B, C, 900-2; Category D, 1000- 3; Category E, 1200-3.	REXBURG, ID REXBURG-MADISON
³ ILS, Category A, 700-2; Categories B, C, 800- 2; Category D, 1000-3; Category E, 1200-3.	COUNTY RNAV (GPS) Rwy 35 NA when local weather not available.
LOC, Category D, 1000-3; Category E, 1200-3.	Category D, 800-2½.
⁴ ILS, Category A, 700-2; Categories B, C, 800-	RICHLAND, WA
2; Category D, 1000-3. LOC, Category D, 1000-3.	RICHLANDNDB Rwy 19¹ RNAV (GPS) Rwy 19¹
⁵Category D, 1000-3. ⁵NA when local weather not available.	RNAV (GPS) Rwy 26¹ VOR/DME-A²
⁷ Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.	VOR Rwy 26¹ ¹Category D, 800-2½.
PORTLAND-HILLSBORO ILS or LOC Rwy 121	² Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30	RIVERTON, WY
NA when local weather not available. Categories A, B, 1500-2; Categories C, D,	RIVERTON RGNLILS or LOC Rwy 28 RNAV (GPS) Rwy 10
1500-3.	RNAV (GPS) Rwy 28 VOR Rwy 10
PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3;	VOR Rwy 28 NA when local weather not available.
Categories A.B., 1100-2, Category C, 1100-3, Category D, 1300-3.	
PULLMAN/MOSCOW, WA	ROSEBURG, OR ROSEBURG RGNL RNAV (GPS)-B
PULLMAN/MOSCOW MUNIRNAV (GPS) Rwy 5,800-21/4	NA when local weather not available. Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.
RAWLINS, WY	
RAWLINS MUNI/ HARVEY FIELD RNAV (GPS) Rwy 22 ¹	SALEM, OR MCNARY FIELDILS or LOC Rwy 3112
VOR/DMÉ Rwy 22 ²	LOC/DME Rwy 31 ³
¹ Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	RNAV (GPS) Rwy 31 ¹³ ¹ NA when local weather not available.

²Categories A, B, 1000-2; Category C, 1000-23/4; Category D, 1000-3.

¹NA when local weather not available. ²ILS, Categories A, B, 800-2; Category C,

800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

³Category D, 800-21/2.







VOR Rwv 7²

ALTERNATE MINS

4	
NAME	ALTERNATE MINIMUMS
SALMON, ID	
LEMHI COUNTY	RNAV (GPS)-D
NA when local weath	ner not available.
Categories A, B, 300	00-2; Category C, 3000-3.
SCAPPOOSE, OR	
SCAPPOOSE INDUS	TRIAL
AIRPARK	VOR/DME or GPS-A
	Category C, 1000-2¾;
Category D 1300-3	
SEATTLE, WA	
BOEING FIELD-KING	
INTL	ILS or LOC Rwy 31L1
	LOC/DME Rwy 13R ²
	RNAV (GPS) Y Rwy 13R ³
	RNAV (RNP) Z Rwy 13R4
1Cotogon, A 900 2.	Cotogon, B. 000 2:

¹Category A, 800-2; Category B, 900-2; Category C, 900-21/2; Category D, 1000-3.

²Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

3Category B, 900-2; Category C, 900-23/4; Category D, 1000-3.

⁴Categories A, B, C, D, 800-21/4.

SHERIDAN, WY SHERIDAN

COUNTYILS or LOC/DME Rwv 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

VOR Rwv 14 NA when local weather not received. Category D, 800-21/4.

SIDNEY, MT

21 OCT 2010 to 18 NOV 2010

SIDNEY-RICHLAND MUNI NDB Rwy 11 NDB Rwy 19² RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 193

NA when local weather not available.

1Categories A. B. 900-2: Category C. 900-21/2: Category D, 900-234.

²Categories A, B, 1000-2; Category C, 1000-23/4; Category D, 1000-3. 3Category D, 800-21/4.

ALTERNATE MINIMUMS NAME SPOKANE. WA

FELTS FIELD ILS/DME Rwy 21R1

RNAV (GPS)-A2 RNAV (GPS) Rwy 3L2

VOR Rwy 3L34 ¹Categories A,B, 1000-2;Category C, 1000-23/4.

²Categories A,B, 1000-2; Category C, 1000-23/4; Category D, 1000-3. 3Categories A, B, 1000-2; Categories C, D,

1000-3.

⁴NA when local weather not available.

SPOKANE INTLILS or LOC Rwy 31 RNAV (GPS) Rwy 32 VOR Rwy 33

¹ILS, Category D, 700-2. ²Category D. 800-21/4. 3Category E, 800-21/2.

TACOMA, WA

TACOMA NARROWSILS Rwy 171 NDB Rwv 351 RNAV (GPS) Rwy 1712 RNAV (GPS) Rwy 3523

¹NA when control tower closed.

²Category D, 800-21/4.

³NA when local weather not available.

THE DALLES, OR

COLUMBIA GEORGE RGNL/

THE DALLES MUNI RNAV (GPS)-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNLILS or LOC Rwy 251 NDB Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25

NA when local weather not available. ¹ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

²Category C, 800-21/4; Category D, 800-21/2.





M9

ALTERNATE MINS



NAME ALTERNATE MINIMUMS WALLA WALLA, WA WALLA WALLA RGNL ILS or LOC Rwy 201 ILS or LOC Y Rwy 2013 ILS or LOC/DME Z Rwy 2023 NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 234 RNAV (GPS) Rwy 164 RNAV (GPS) Rwy 204 VOR/DME Rwy 24 ¹ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3. 2ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2. 3NA when local weather not available. 4Category D, 800-21/2.

WENATCHEE, WA

PANGBORN

MEMORIAL ILS Y Rwy 12, 1300-4 RNAV (RNP) Rwy 12, 1200-4

VOR/DME-C12

VOR/DME-A3

¹NA when local weather not available.

²Categories A, B, 1500-2; Categories C, D,

3Categories A, B, 2000-2; Categories C, D,

2000-3.

21 OCT 2010 to 18 NOV 2010

WOLF POINT, MT

L.M. CLAYTON RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29

NA when local weather not available.

WORLAND, WY

WORLAND MUNI VOR or GPS Rwy 16 Categories C,D, 800-21/2.

YAKIMA, WA

YAKIMA AIR TERMINAL/ MCALLISTER FIELD ILS Y Rwy 27, 600-21/41 LOC/DME BC-B12 RNAV (GPS) Y Rwy 273 VOR/DME or TACAN Rwy 274

¹NA when control tower closed.

²Category D, 800-21/4.

³Category C, 800-21/2; Category D, 800-23/4.

⁴Categories A, B, 1100-2; Categories C, D,

1100-3.

⁵Category C, 800-21/4; Category D, 800-21/2.





INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME AFTON, WY

21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

AFTON MUNI

DEPARTURE PROCEDURE: Rwy 16, Use LUNDI DEPARTURE. Rwy 34, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: Rwy 16, turn right. Rwy 34, turn left. All aircraft climb direct CVO VOR/ DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: Rwy 4, std. w/ min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 17, std. w/min. climb of 321'per NM to 10200, or 2800-3 for climb in visual conditions. Rwy 22, NAobstacles. Rwy 35, std. w/min. climb of 369 per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 4, 35, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME TAKE-OFF MINIMUMS BOWMAN FIELD(CON'T)

Rwy 17, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, leftturn, 166° inbound).

NOTE: Rwy 17, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. Rwy 35, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6, NA - Obstacles. DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

ARLINGTON, WA

ARLINGTON MUNI

TAKE-OFF MINIMUMS: Rwy 11, 600-2 or std. with a min. climb of 350' per NM to 700. Rwy 34, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: Rwy 11, turn right.
Rwy 16, climb direct to WATONLOM. Rwys 29,34, turn
left. All aircraft climb direct to WATONLOM. Aircraft
departing WATONLOM on bearings 150° CW 200° and
bearings 260° CW 340° from WATONLOM continue
climb on course. Aircraft departing WATONLOM on
bearings 340° CW 150° from WATONLOM climb in
holding pattern (S, left turns, 339° inbound) to 4500 then
continue climb on course. Aircraft departing WATON
LOM on bearings 200° CW 260° from WATONLOM
climb in holding pattern (S, left turns, 339° inbound) to
1500 then continue climb on course.

ASTORIA, OR

ASTORIA RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: Rwys 8,31, turn left.
Rwy 13, climb runway heading to 800 then climbing right
turn. Rwy 26, turn right. Aircraft departing
northwestbound climb via AST R-290 on course.
All other aircraft climb to 1500 or above via AST R-290
then left turn to AST VOR/DME and continue climbing
on course.

AUBURN, WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR

21 OCT 2010 to 18 NOV 2010

AURORA STATE

DEPARTURE PROCEDURE: **Rwy 17**, turn right, thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: Rwy17, multiple trees 31 'from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/29' MSL. Rwy 35, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: Rwy 13, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY, OR

BAKER CITY MUNI

TAKE-OFF MINIMUMS: Rwy 8, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 250K). Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). Rwy 17, NA. Rwy 31, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Rwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 250K). Pwy 35, CAT C, D 1000' per min. at 250K). DEPARTURE PROCEDURE: Rwy 8.13. turn left.

DEPARTURE PROCEDURE: Rwys 8,13, turn left. Rwys 26,31,35, turn right. All aircraft climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA

BELLINGHAM INTL

DEPARTURE PROCEDURE: Rwy 16, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. Rwy 34, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: Rwy 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. Rwy 34, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR

BEND MUNI (BDN)
AMDT 4 09183 (FAA)
DEPARTURE PROCEDURE: Use BEND
DEPARTURE.

BIG PINEY, WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwys 8,26, NA.
DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via
BPI R-124. Rwy 31, climb to 10800 via BPI R-320
thence all aircraft climb on course.

10266

$\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

BILLINGS, MT

BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy10R**, NA-Obstacles. DEPARTURE PROCEDURE: **Rwy10L**, Climb heading 098° to 4600 before turning right.

NOTE: Rwy10L, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. Rwy 25, airport security fence, abeam departure end of runway, 500' left

grount beginning 21 into meparature en dorf uniway, 450 right of centerline, 0' AGL/3505' MSL. Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID

BOISE AIR TERMINAL / GOWEN FIELD (BOI) AMDT 6 10042 (FAA)

DEPARTURE PROCEDURE: Use GOWEN DEPARTURE.

BONNERS FERRY, ID

BOUNDARY COUNTY (65S)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 20**, use KARPS
(RNAV) DEPARTURE.

BOZEMAN,MT

21 OCT 2010 to 18 NOV 2010

GALLATIN FIELD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwys 12, 30, use BOZEMAN DEPARTURE.

BREMERTON, WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/min. climb of 410' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, Thence...**Rwy 19**, Climb to 6000 direct CAN NDB, thence...

... Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.

NOTES: Rwy 1, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO,WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13,31,2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: Rwy 31,400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft: Rwy 13, turn left. Rwy 31, climb straight ahead. All aircraft proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: Rwy 13, climb straight ahead. Rwy 31, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID

BURLEY MUNI (BYI) AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1½ or std. w/min. climb of 428' per NM to 4500.

DEPARTURE PROCEDURE: Rwy 2, climbing left turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 6, climbing left turn direct BYI VOR/ DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 20, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight. Rwy 24, climbing right turn direct BYI VOR/DME, continue climb in BYI VOR/DME holding pattern (hold Northwest right turns, 125° inbound) to cross BYI VOR/DME at or above MEA for route of flight.

NOTE: Rwy 2, obstruction light on bridge 252' from DER, 513' left of centerline, 57' AGL/4195' MSL. Trees beginning 686' from DER, 201' right of centerline, up to 35' AGL/4184' MSL. Tree 694' from DER, 375' left of centerline, 29' AGL/4178' MSL, Obstruction light on building 736' from DER, 188' left of centerline, 11' AGL/ 4161'MSL. Tower 803' from DER, 590' left of centerline, 55' AGL/4204' MSL. Vehicles on road beginning 857' from DER, 1' right of centerline, up to 17' AGL/4168' MSL. Poles beginning 1226' from DER, 549' left of centerline, up to 72' AGL/4222' MSL. Building vent 1240' from DER, 164' left of centerline, 27' AGL/4177' MSL. Stack 2206' from DER, 856' right of centerline, 86' AGL/ 4236' MSL. Stack 2573' from DER, 614' left of centerline, 86' AGL/4236' MSL. Elevators beginning 3980' from DER, 131' right of centerline, up to 133' AGL/ 4283' MSL. Rwy 6, trees beginning 46' from DER, 172' right of centerline, up to 14' AGL/4163' MSL. Rising terrain beginning 49' from DER, 326' right of centerline, up to 4149' MSL. Bush 150' from DER, 103' right of centerline, 5' AGL/4147' MSL. Antenna 586' from DER, 398' left of centerline, 15' AGL/4165' MSL. Obstruction light on bridge 1061' from DER, 80' right of centerline, 39' AGL/4179' MSL.

10266

ES 🔽

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES **V**

10266

BURLEY MUNI (BYI) (CON'T)

Rwy 20, obstruction light pole 42' from DER, 124' left of centerline, 16' AGL/4170' MSL. Railroad beginning 65' from DER, 4' left of centerline, up to 23' AGL/4177' MSL. Sign 181' from DER, 121' right of centerline, 18' AGL/ 4172' MSL. Vehicles on road 162' from DER, 2' left of centerline, 17'AGL/4169' MSL. Vehicles on road beginning 335' from DER 348' right of centerline up to 17' AGL/4171' MSL. Pole 446' from DER, 210' right of centerline, 26' AGL/4180' MSL, Antenna 523' from DER, 337' right of centerline, 63' AGL/4217' MSL. Tree 586' from DER, 213' right of centerline, 28' AGL/4182' MSL. Trees beginning 2014' from DER, 339' left of centerline, up to 96' AGL/4251' MSL.

Rwy 24, vehicles on road beginning 25' from DER, 9' left of centerline, up to 15' AGL/4169' MSL. Fence 58' from DER, 8' left of centerline, 4' AGL/4154' MSL. Rising terrain beginning 69' from DER, 201' right of centerline, up to 4154' MSL. Railroad 152' from DER, 6' left of centerline, 23' AGL/4176' MSL. Trees beginning 427' from DER, 101' right of centerline, up to 69' AGL/4223' MSL. Vehicles on road beginning 509' from DER, 586' right of centerline, up to 15' AGL/4169' MSL, Railroad beginning 568' from DER, 288' right of centerline, up to 23' AGL/4177' MSL. Pole 735' from DER, 185' left of centerline, 18' AGL/4172' MSL. Light standard 824' from DER, 58' right of centerline, 23' AGL/4177' MSL Antenna 1630' from DER, 112' left of centerline, 58 AGL/4212' MSL. Tower 2766' from DER, 175' left of centerline, 123' AGL/4282' MSL. Tower 3570' from DER, 158' right of centerline, 157' AGL/4312' MSL. Obstruction light on elevators beginning 3115' from DER, 164' left of centerline, up to 184' AGL/4344' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

21 OCT 2010 to 18 NOV 2010

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min. climb of 340' per NM to 3600. Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: Rwys 4,10,22, turn right heading 280°. Rwy 28, climb runway heading. All aircraft climb to 2500 then turn right direct BVS NDB

to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwy 4, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL

BURNS, OR

BURNS MUNI

DEPARTURE PROCEDURE: Rwy 3, climbing right turn, thence... Rwy 12, climb to 4600 via heading 117°, thence... Rwys 21, 30, climbing left turn, thence... ...All aircraft departing on ILR R-072 CW R-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000. NOTE: Rwy 21, pole 820' from departure end of runway,

357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT

BERT MOONEY

TAKE-OFF MINIMUMS: Rwy 11, NA-obstacles. Rwy 15, std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. Rwy 29, std. w/min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. Rwy 33, std. w/min. clim b of 355' per NM to 6800, or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 15, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...Rwy 29, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... Rwy 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: Rwy 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621'MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583' MSL.

CALDWELL, ID

CALDWELL INDUSTRIAL

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb via heading 299° to 4400 before proceeding on course.

NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY

CASPER/NATRONA COUNTY INTL (CPR) AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwys 3,8,12, turn left. All other runways, turn right. All aircraft climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

10266

$\overline{f v}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

CHEHALIS, WA

CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD

NOTE: Rwy 13, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. Rwy 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6216' MSL. Seginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY

21 OCT 2010 to 18 NOV 2010

YELLOWSTONE RGNL (COD) AMDT 4 10042 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 400' per NM to 8000' or 4200-3 for climb in visual conditions. Rwy 22, std. with a min. climb of 385' per NM to 7400' or 4200-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 4, climb heading 038° to 5900, then climbing left turn via COD R-171 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight. Rwy 22, climb heading 218° to 6600, then climbing left turn via COD R-180 to COD VOR/DME or for climb in visual conditions to cross Yellowstone Rgnl at or above 9400, then via COD R-189 to COD VOR/DME to cross COD VOR/DME at or above MEA for route of flight.

NOTE: Rwy 4, trees beginning 100' from DER, 262' right of centerline, up to 79' AGL/5199' MSL. Rising terrain beginning 1723' from DER, 304' right of centerline, up to 5146' MSL. Rwy 22, poles beginning 1 NM from DER, 406' right of centerline, up to 60' AGL/5332' MSL. Rising terrain beginning 1 NM from DER, 109' right of centerline, up to 6235' MSL. Rising terrain beginning 5074' from DER, 131' left of centerline, up to 5428' MSL.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE)

AMDT 9 10042 (FAA)

DEPARTURE PROCEDURE: use COEUR D'ALENE DEPARTURE.

COLSTRIP, MT

COLSTRIP (M46)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV)
DEPARTURE. Rwy 24, use CONUK (RNAV)
DEPARTURE.

CONRAD, MT

CONRAD

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, std. with a minclimb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. Rwy 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 9, 17, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400. Rwys 27, 35, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: Rwy 9, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. Rwy 27, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. Rwy 35, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY

NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwys 9, 27, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

10200

$\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

DEER PARK. WA

DEER PARK (DEW) AMDT 1 10098 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, 300-11/2 or std. with a min. climb of 455' per NM to 2500.

DEPARTURE PROCEDURE: Rwy 4, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC. Rwy 16, climb heading 164° and GEG VORTAC R-006 to GEG VORTAC. Rwy 22, climbing left turn heading 155° and GEG VORTAC R-006 to GEG VORTAC. Rwy 34, climbing right turn heading 165° and GEG VORTAC R-006 to GEG VORTAC.

NOTE: Rwy 4, aircraft 261' from DER, 511' left of centerline, up to 21' AGL/2210' MSL. Trees beginning 1809' from DER, 413' left of centerline, up to 109' AGL/ 2299' MSL. Aircraft 104' from DER, 186' right of centerline, up to 21' AGL/2200' MSL. Trees beginning 1667' from DER, 373' right of centerline, up to 116' AGL/ 2319' MSL. Rwy 16, trees beginning 31' from DER, 455' left of centerline, up to 109' AGL/2279' MSL. Trees beginning 2587' from DER, 621' right of centerline, up to 104' AGL/2264' MSL. Rwy 22, trees beginning 1461' from DER, 211' right of centerline, up to 90' AGL/2270' MSL. Rwy 34, aircraft 23' from DER, 218' left of centerline, up to 21' AGL/2230' MSL. Trees beginning 2678' from DER, 18' left of centerline, up to 165' AGL/ 2375' MSL. Vehicles beginning 74' from DER, 339' right of centerline, up to 15' AGL/2234' MSL. Trees beginning 2219' from DER, 260' right of centerline, up to 100' AGL/2382' MSL.

DILLON, MT

TAKE-OFF MINIMUMS: Rwvs 3.21. NA. DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY

CONVERSE COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 300-2 or std. with a min. climb of 250' per NM to 5200. Rwy 23, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. Rwy 11, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. Rwy 29, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. All aircraft departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CW R-252 8000

NOTE: Rwy 5, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132'MSL. Rwy 23, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS.ID

DRIGGS-REED MEMORIAL (DIJ) AMDT 2 08157 (FAA)

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND.WA

ORCAS ISLAND (ORS)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, NA-Terrain, Rwv 34. 500-3 or std. w/min. climb of 224' per NM to 600 DEPARTURE PROCEDURE: Rwy 34, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: Rwy 34, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG. WA

BOWERS FIELD

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or std. with a min. climb of 340' per NM to 7800. Rwy 29, 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: Rwys 7, 29, climbing right turn direct ELN VORTAC. Rwys 11, 25, climbing left turn direct ELN VORTAC. All aircraft, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA. WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading 027° to 2300 before proceeding on course. Rwy 11, climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD (EUG)

AMDT 7 10266 (FAA)

DEPARTURE PROCEDURE: Rwys16L, 16R, climb heading 163° to 1000 then climbing right turn...Rwvs 34L, 34R, climb heading 343° to 1000 then climbing left

...all aircraft climb direct EUG VORTAC, then climb in hold in EUG VORTAC holding pattern (hold north, right turns, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16L, multiple power poles beginning 1036 from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. Rwy 16R, tree 1991' from DER, 83' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL. Rwy 34L, tree 1597' from DER, 842' left of centerline, 50' AGL/ 404' MSL. Rwy 34R, tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

10266



NW-1

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: Rwy 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME. Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: Rwys 11, 16L/R, climbing right turn, thence...Rwys 29, 34L/R, climbing left turn,

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. Rwy 16R, multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682'MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA ORIG, 08017 DEPARTURE PROCEDURES: Rwv 5. climb on track

048° to intercept SKA R-045 to 5300, then on course. Rwy 23, climb on track 241° to 3400, then

TAKE-OFF OBSTACLES: Rwy 23, Terrain 2468 MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: Rwys 5, 23, std. w/min. climb of 274' per NM to 8900 or 5100-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct FBR VOR/DME. Aircraft departing; FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34, 500-1. DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwy 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: Rwy 16, climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. Rwy 21, climb via heading 206° to 5200, before proceeding on course.

NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449' MSL. Vehicle on road 1610' from DER, 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG) ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwy7, climb heading 068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right.

NOTE: Rwy 7, rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. Rwy 25, vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

10266

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

GRANGEVILLE, ID

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

> TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles. DEPARTURE PROCEDURE: Rwy 25, Use MELLR DEPARTURE.

GRANTS PASS. OR

GRANTS PASS

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS. WA. AMDT 2, 10098

Rwv 15. Standard

Rwy 33, 300-1*

* Or standard with minimum climb of 430/NM to 600. DEPARTURE PROCEDURE: Rwy 15, Climb heading 147° to 700 then climbing left turn direct GRF NDB. Rwy 33, Climb direct GRF NDB. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GRF NDB climb on course. All others continue climb in GRF NDB holding pattern (hold NW, RT, 147° inbound) to cross GRF NDB at or above: 071° CW 134° bearing from GRF NDB, 8500; 261° CW 329° bearing from GRF NDB, 1500.

TAKE-OFF OBSTACLES: Rwy 15, Tree 100' AGL/439' MSL, 1848' from DER, 430' right of centerline. Rwy 33, Tree 100' AGL/479' MSL, 3465' from DER, 1338' left of

GREAT FALLS, MT

21 OCT 2010 to 18 NOV 2010

GREAT FALLS INTL

NOTE: Rwy 7, obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL, Rwy 21, pole 1544' from departure end of runway. 791'left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY) ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwy 25, 300-1 or std. w/min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: All runways, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on

NOTE: Rwv 25, bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY.WY

CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwy 14, 300-1 or std. with a min. climb of 320' per NM to 4700. Rwy 32, 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: Rwy 14, climb to 5600 via heading 150°. Rwy 32, climb to 5800 via heading 070°. All aircraft continue on course.

HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwy 31, NA-obstacles.

DEPARTURE PROCEDURE: Rwy 13, Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE,MT

HAVRE CITY-COUNTY (HVR) AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence...Rwy 8, climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence... Rwy 21, climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/ DME thence...Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME

...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding

NOTE: Rwv 3, pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. Rwy 8, obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. Rwy 26, light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

10266

HELENA, MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std. w/min, climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions; cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on

TAKE-OFF MINIMUMS: Rwy 5, 2500-3 or std. w/min.

NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44'AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, building 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/ 3906' MSL.

HERMISTON, OR

21 OCT 2010 to 18 NOV 2010

HERMISTON MUNI

NOTE: Rwy 4, tower 379' left of departure end of runway, 50' AGL/698' MSL. Rwy 22, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM. WA

BOWERMAN

TAKE-OFF MINIMUMS: Rwy 6, 600-2 or std. with a min. climb of 260' per NM to 600

DEPARTURE PROCEDURE: Rwy 6, climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

HULETT. WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, std. w/min. climb of 450' per NM to 6300, or 500-21/4 w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwy 13, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwy 31, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding

NOTE: Rwy 13, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwy 31, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207'MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: All aircraft departing IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

JEROME.ID

JEROME COUNTY (JER) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 9,500-134 or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 9, climb heading 086° to 5300 before proceeding on course. Rwy 27, climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9. bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. Rwy 27, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 17, 35, NA, Terrain. DEPARTURE PROCEDURE: Rwy 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwy 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL, Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT

21 OCT 2010 to 18 NOV 2010

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL (KLS) AMDT 3 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, NA, terrain. Rwy 30, std. with a min. climb of 370' per NM to 1900 or 1900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE:. Rwy 30, climb heading 303° to 1900 then climbing right turn to 3900 direct LSO NDB. Continue climb in LSO NDB holding pattern (North, right turns, 175° inbound) to cross LSO NDB at or above 3900, then via BTG R-310 to BTG VORTAC. For climb in visual conditions: cross Southwest Washington Rgnl at or above 1800, then via BTG R-309 to BTG VORTAC.

NOTE: Rwy 30, light pole 22' from DER, 301' right of centerline, 30' AGL/49' MSL. Windsock 235' from DER, 348' left of centerline, 30' AGL/49' MSL. Rotating beacon 502' from DER, 425' left of centerline, 50' AGL/70' MSL. Multiple trees beginning 213' from DER, 530' right to 747' left of centerline, up to 136' AGL/155' MSL. Pole 964' from DER, 44' right of centerline, 30' AGL/50' MSL.

KEMMERER, WY

KEMMERER MUNI (EMM) AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwys 4,10,22,28, NA - Rwy

DEPARTURE PROCEDURE: Rwy 16, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/ DME before proceeding on course. Rwy 34, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/ DME before proceeding on course.

KLAMATH FALLS. OR KLAMATH FALLS (LMT)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Terrain. Rwy 14, std. w/min. climb of 300' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 25, std. w/min. climb of 400' per NM to 7100, or 3100 - 3 for climb in visual conditions. Rwy 32, std. w/min. climb of 350' per NM to 7100, or 3100 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climb heading 141° to 6500 then climbing right turn to intercept LMT R-181 to LMT VORTAC, thence... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 25, climb heading 253° to 6000 then climbing right turn to intercept LMT R-306 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence... Rwy 32, climb heading 321° to 6700 then climbing left turn to intercept LMT R-277 to LMT VORTAC, thence ... or for climb in visual conditions: cross Klamath Falls airport at or above 7000 direct LMT VORTAC, thence...

...continue climb in LMT VORTAC holding pattern (West, Right Turns, 070° inbound) to cross LMT VORTAC at or above MEA for route of flight.

NOTE: Rwy 14, trees 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. Rwy 25, terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL. Rwy 32, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191'

10266

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: Rwy 12, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800. Rwv 30, Cat A/B 2900-3 or std, with a min, climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. Rwy 34, 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std. with a min. climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence; Rwys 30,34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: Rwy 16, 3700-5 or std. with a min. climb of 320' per NM to 8800. Rwy 34, 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: Rwy 3, turn left. Rwys 12,21, turn right. All aircraft climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

21 OCT 2010 to 18 NOV 2010

LAUREL MUNI

TAKE-OFF MINIMUMS: Rwys 9, 14, 27, 32, NA. DEPARTURE PROCEDURE: Rwy 22, turn left. All aircraft climb direct BIL VORTAC.

LEWISTON.ID

LEWISTON-NEZ PERCE COUNTY (LWS) AMDT 3A 10182 (FAA)

DEPARTURE PROCEDURE: Rwys 8,12,26,30, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN,MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwy 7,12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2,30 turn left. Rwvs 7.12.20, turn right, Rwv 25, climb runwav

heading. All aircraft climb direct LWT VORTAC Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

I FXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-21/2 for climb in visual conditions. Rwy 8, std. with min. climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 8, 26, for climb in visual conditions: cross Lexington Airport at or above

NOTES: Rwy 8, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwv 15. use EYESE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enivironmental

DEPARTURE PROCEDURE: Rwys 4, 22, use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 16, 22, std. with a min. climb of 298' per NM to 3900 or 1300-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwys 4, 34, climbing left turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence... Rwy 16, climbing right turn heading 210° to intercept DSD R-348 to DSD VORTAC, thence.... or for climb in visual conditions; cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence...Rwy 22, climb heading 216° to intercept DSD R-348 to DSD VORTAC, thence ..., or for climb in visual conditions: cross Madras Muni airport at or above 3600 MSL, then proceed on DSD R-356 to DSD VORTAC. thence ...

...continue climb-in-hold (hold North, right turns, 168° inbound) to MEA/MCA for route of flight.

NOTE: Rwy 4, vehicle on road beginning 7' from DER, 268' left of centerline, up to 15' AGL/2444' MSL. Airplane on tarmac 60' from DER, 252' right of centerline, 40'AGL/2469' MSL, Bush 383' from DER, 483' right of centerline, 19' AGL/2439' MSL. Vehicle on road 742' from DER, 112' right of centerline, up to 15' AGL/2447' MSL. Rwy 16, bushes beginning 196' from DER, 151' left of centerline, up to 14' AGL/2444' MSL. Airplane on tarmac 1357' from DER, 280' right of centerline 40' AGL/2479' MSL. Rwy 34, bushes beginning 92' from DER, 116' right of centerline, up to 17' AGL/2437' MSL. Airplane on tarmac 1396' from DER, 375' left of centerline, 40' AGL/2469' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

10266

MC CALL, ID

MC CALL MUNI (MYL) AMDT 2 09127 (FAA)

> TAKE-OFF MINIMUMS: Rwy 34, NA-Obstacles DEPARTURE PROCEDURE: Rwy 16, use MCCALL DEPARTURE.

MC CHORD FIELD (KTCM)

DEPARTURE PROCEDURE: Rwy 16, Track heading

160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. Rwy 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: Rwy 16, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120 AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758 from DER, 971' left of centerline. Rwy 34, Tree 106 AGL/348' MSL, 2307' from DER, 1038' left of centerline Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 400-114 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. Rwy 17, std. w/min. climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 4. climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. Rwy 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME,

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of

NOTE: Rwv 4. multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. Rwy 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. Rwy 22, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwy 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwys 10, 28, NA-Obstacles. Rwy 14, std. w/min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions, Rwv 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 14, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intlairport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles. DEPARTURE PROCEDURE: Rwvs 11.29. use GRZLY DEPARTURE.

10266

10266

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: Rwy 14R, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL. Rwy 18, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windsock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195'MSL. Rwy 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270 Rwy 12, 30, 6700-3*

* Or standard with minimum climb of 270/NM to 9100. TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline, Road/Vehicle 15' AGL/ 3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. Rwy 30, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min. climb of 305' per NM to 7300. Rwy 28, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: Rwy 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on

NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE.WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwys 5,17,23,35, NA. Rwy 13, 200-1 or std. with a min. climb of 275' per NM to 4400. Rwy 31, 300-1 or std. with a min. climb of 300' per NM to

DEPARTURE PROCEDURE: Rwy 31, climbing left turn. All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course. NOTE: Rwy 13, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. Rwy 31, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787'from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30'AGL/4202' MSL. Road 207' from DER, 254'right of centerline, 15' AGL/4187'MSL.

NEWPORT,OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: Rwy 2, NA. Rwy 16, 500-2 or std, with a min, climb of 310' per NM to 800.

DEPARTURE PROCEDURE: Rwv 2, NA. Rwv 16, turn right. Rwy 34, turn left. Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

10266



10266

NORTHBEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, std. with a min. climb of 475' per NM to 1200 or 900-3 with a min, climb of 300' per NM to 900 or 1600-21/2 for climb in visual conditions. Rwy 13,400-21/2 with a min. climb of 250' per NM to 2500 or 1600-21/2 for climb in visual conditions. Rwy 31, 300-134 or std. with a min. climb of 280' per NM to 300.

DEPARTURE PROCEDURE: Rwy 4, climb heading 043° to intercept OTH VORTAC R-337 northwest bound to 1800 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnlairport at or above 1500 before proceeding on course. Rwy 13, climb heading 132° to 1300 before proceeding on course, or for climb in visual conditions cross Southwest Oregon Rgnl airport at or above 1500 before proceeding on course. Rwy 22, climb heading 223° to 700 before proceeding on course. Rwy 31, climb heading 312° to 800 before proceeding on course.

NOTE: Rwy 4, Obstruction light on antenna 383' from DER, 207' right of centerline, 22' AGL/35' MSL. Ship 1000' from DER, on centerline, up to 140' MSL Obstruction lights on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL. Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL. Obstruction lights on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/ 268' MSL. Transmission tower 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL. Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL. Buildings beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. Rwy 13, bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL. Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Buildings beginning 504' from DER, 243' right of centerline, up to 86'AGL/106' MSL. Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Antenna on building 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL, Pole 1.0 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL Rwy 22, ship 4050' from DER, on centerline, up to 140' MSL. Rwy 31, ship 1000' from DER, on centerline, up to 140' MSL. Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL. Trees beginning 5985' from DER, 1419' right of centerline, up to 108'

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1 DEPARTURE PROCEDURE: Rwy7, climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence.. or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... Rwy s 26,35, climbing right turn direct OLM VORTAC, thence...

... continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwy 8, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. Rwy 17, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. Rwy 26, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. Rwy 35, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: Rwy 17, 2200-2 or std. with a min. climb of 300' per NM to 4200. Rwy 35, NA. DEPARTURE PROCEDURE: Rwy 17, use GETNG RNAV DEPARTURE. Rwy 35, NA.

AGL/188'MSL.

ONTARIO.OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: Rwv 32, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: Rwy 14, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. Rwy 32, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431'

PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

PENDLETON.OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC,

Rwy 25, climb direct PDT VORTAC, thence... ...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: Rwy 16, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL. Rwv 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. Rwy 29, terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA) AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 11, climbing right turn to 10000 via heading 190° and BPIR-040 to BPI VOR/DME before proceeding on course. Rwy 29, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT

SHER-WOOD

NOTE: Rwy 12, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. Rwy 30, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT

POLSON

TAKE-OFF MINIMUMS: Rwv 18. N/A-extremely precipitous terrain. Rwy 36, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: Rwv 36, Use ANGIL RNAV DEPARTURE

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

POPLAR, MT

POPLAR MUNI (PO1)

ORIG 10266 (FAA)

NOTE: Rwy 9, trees beginning 418' from DER, 502' left of centerline, up to 40' AGL/2079' MSL. Trees beginning 1421' from DER, 272' right of centerline, up to 40' AGL/2079' MSL.

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use WATTR FIVE DEPARTURE.

$\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

PORTLAND, OR

PORTLAND INTL (PDX) AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 3,500-3 or std. w/ min. climb of 355' per NM to 700. Rwy 10L, std. w/min. climb of 280' per NM to 2900. Rwy 10R, std. w/min. climb of 265' per NM to 2900. Rwy 21, std. w/min. climb of 290'

DEPARTURE PROCEDURE: Rwy 3, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... Rwys 10L,10R, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ...

Rwy 21, climb heading 205° to 500, then climbing right turn direct BTG VORTAC, thence ... Rwys 28L,28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course. NOTE: Rwy 3, trees, towers, vehicles on road, sign,

beginning 1'from DER, on centerline, up to 173'AGL/ 463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL. Rwy 10L, vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/ 78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL. Rwy 10R, pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21, trees, poles, obstruction light on DME beginning 354' from DER, 1' left of centerline, up to 100'

AGL/328' MSL. Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. Rwv 28L, trees 1873' from DER, 837' left of centerline.

up to 75' AGL/95' MSL. Rwy 28R, building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

PORTLAND-HILLSBORO (HIO) AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, std. w/ min. climb of 215' per NM to 1900 or 1200-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 235' per NM to 2700 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn direct UBG VOR/DME... Rwy 20, climbing left turn direct UBG VOR/DME... Rwys 2, 30, climbing left turn direct UBG VOR/DME, or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600 then proceed direct UBG VOR/DME...

...all aircraft climb in UBG VOR/DME holding pattern (West, right turns, 108° inbound) to cross UBG VOR/ DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: Rwy 2, vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. Rwy 12, terrain left and right of centerline beginning at DER up to 296' MSL. Trees 1836' from DER, 8' left of centerline, up to 125' AGL/331' MSL. Rwy 20, terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangers beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. Rwy 30, terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline, up to 194' AGL/363' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: Rwy 7, 3600-2 or std. with a min. climb of 380' per NM to 4100. Rwy 25, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy 7, turn left. Rwy 25, turn right. All aircraft climb via BTG R-125 direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others

POWELL, WY

POWELL MUNI (POY) AMDT 1A 10238 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3.16.21.34. NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwy 31, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 9400.

NOTE: Rwy 13, terrain beginning 564' from DER, 362' right of centerline, up to 5122' MSL, Windsock 12' from DER, 287' right of centerline, up to 13' AGL/5104' MSL. Road 414' from DER, 53' right of centerline, up to 15' AGL/5113' MSL. Rwy 31, windsock 5' from DER, 298' right of centerline, up to 8' AGL/5002' MSL.

PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, std. w/min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. Rwy 15, std. w/min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28, std. w/min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. Rwy 33, std. w/min. climb of 380' per NM to 6700, or 2400-3 for climb in visual

DEPARTURE PROCEDURE: Rwy 10, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 28, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwy 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: Rwy 10, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwy 15, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwy 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

10266

10266

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: Rwy 5, 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwy 23, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwy 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwy 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to

PUYALLUP, WA

52'AGL/2769'MSL.

PIERCE COUNTY-THUN FIELD (PLU) AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 34, 300-1.

DEPARTURE PROCEDURE: Rwy 16, climbing right turn. Rwy 34, climb runway heading. All aircraft climb via SEA R-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: Rwy 16, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 15' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. Ruy 34, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 555' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwy 4, 600-2 or std. with a min. climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwys 10, 28, NA.

DEPARTURE PROCEDURE: **Rwy 4**, turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM) AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/min. climb of 269' per NM to 4700. **Rwy 28**, std. w/min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: Rwy 4, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1'from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**,500-2¾ or std. with a min. climb of 315' per NM to 700.

NOTES: Rwy 16, trees, towers, lights and blast shield beginning 185' from DER, 4'left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwy 34, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: Rwy17,100'AGL trees 125' from departure end of runway, 350' left of centerline. Rwy35, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

10266

10266

RICHLAND, WA

RICHLAND (RLD)

AMDT 8 10154 (FAA)

TAKE-OFF MINIMUMS: Rwys 1, 8, std. w/min. climb of 310' per NM to 5000. Rwy 19, std. w/min. climb of 480' per NM to 5000. Rwy 26, std. w/min. climb of 350' per NM to 5000

DEPARTURE PROCEDURE: Rwys 1,8, climbing left turn heading 220° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 19, climbing right turn heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course. Rwy 26, climb heading 310° and PSC R-269 to 6000 to PAPPS INT/PSC 32.72 DME before proceeding on course.

NOTE: Rwy 1, crane 4957' from DER, 1271' right of centerline, up to 120' AGL/520' MSL. Poles beginning 752' from DER, 446' right of centerline, up to 20' AGL/ 416' MSL. Trees beginning 43' from DER, 102' left of centerline, up to 25' AGL/424' MSL. Multiple trees 184' from DER, 162' right of centerline, up to 25' AGL/424' MSL. Rwy 8, railroad beginning 181' from DER, left to right of centerline, up to 23' AGL/412' MSL. Sign 23' from DER, 122' right of centerline, up to 4' AGL/391' MSL. Trees beginning 1142' from DER, 12' right of centerline, up to 25' AGL/454' MSL. Trees beginning 2240' from DER, 94' left of centerline, up to 25' AGL/456' MSL. Rwy 19, bushes beginning 22' from DER, 297' left of centerline, up to 7' AGL/401' MSL. Trees beginning 323' from DER, 478' right of centerline, up to 25' AGL/ 424' MSL. Trees beginning 665' from DER, 399' left of centerline, up to 25' AGL/472' MSL. Rwy 26, antenna 310' from DER, 444' right of centerline, up to 7' AGL/ 408' MSL. Fence 458' from DER, 360' left of centerline, up to 25' AGL/425' MSL. Fence 456' from DER, 408' right of centerline, up to 25' AGL/410' MSL. Post 398' from DER, 255' right of centerline, up to 9' AGL/409' MSL. Bush 755' from DER, 257' right of centerline, up to 17' AGL/417' MSL. Ground 480' from DER, 488' right of centerline, up to 421' MSL. Trees beginning 174' from DER, 231' right of centerline, up to 25' AGL/425' MSL. Trees beginning 184' from DER, 210' left of centerline, up to 25' AGL/457' MSL.

RIVERTON, WY

21 OCT 2010 to 18 NOV 2010

RIVERTON RGNL (RIW) AMDT 1 10042 (FAA)

DEPARTURE PROCEDURE: Rwys 1, 10, 19, 28, climbing right turn direct RIW VOR/DME. All Aircraft climb in RIW holding pattern (hold East, right turns, 287° inbound) to MEA for direction of flight.

NOTES: Rwy 1, sage brush beginning 35' from DER, left and right of centerline, up to 3' AGL/5499' MSL. Rwy 10 , sage brush beginning 20' from DER, left and right of centerline, up to 3' AGL/5466' MSL. Rwy 19, sage brush beginning 49' from DER, 171' right of centerline, up to 3' AGL/5479' MSL. Windstocks beginning 154' from DER, 268' right of centerline, up to 28' AGL/5468' MSL. Rwy 28, sage brush, tower, and pole beginning 54' from DER, 154' right of centerline, up to 59' AGL/ 5679' MSL. Sage brush, fence, and poles beginning 132' from DER, 27' left of centerline, up to 67' AGL/5647' MSL.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY (RKS) AMDT 6 10098 (FAA)

DEPARTURE PROCEDURE: Rwy3, climb heading 032° to 8000 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 9, climb heading 090° to 8200 then climbing left turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 21, climb heading 212° to 8400, then climbing right turn direct OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight. Rwy 27, climb heading 270° to 7900, then climibing right turn via OCS R-291 to OCS VOR/DME, continue climb in OCS VOR/DME holding pattern (hold East, right turns, 260° inbound) to cross OCS VOR/DME at or above MEA for route of flight.

NOTE: Rwy 3, vehicle on road beginning 22' from DER, 120' left of centerline, up to 20' AGL/6760' MSL, bushes beginning 178' from DER, 517' right of centerline, up to 15' AGL/6755' MSL. Rwy 21, bush 53' from DER, 221' left of centerline, 15' AGL/6737' MSL.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. Rwy 34, std. w/min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: Rwy 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. Rwy 34, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: Rwy 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwy 34, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. Rwy 34, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 16, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG

NOTE: Rwy 16, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. Rwy 34, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179 MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from depature end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826 left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615 MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL, Pole 640' from departure end of runway, 354' left of runway

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: Rwy 13, 600-2 or std. with a min. climb of 240' per NM to 800. Rwy 16, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; Rwys 31, 34, turn right. Rwy 16, turn left. Rwy 13, climb heading 130°. All aircraft climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310) inbound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or std. with a min. climb of 390' per NM to 8000 DEPARTURE PROCEDURE: Rwy 17, NA. Rwy 35, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: Rwy 1, 4200-2 or std. with a min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std. with a min. climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwy 19, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: Rwy 5, turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn direct BTG VORTAC. Rwy 33, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: Rwy 15, 158' MSL tree 470' from departure end of runway, 499' right of centerline. Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130 MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

10266

centerline, 29' AGL/557' MSL.

10266

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwy 13L, 500-3 w/min. climb of 232' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 13R, std. w/a min. climb of 476' per NM to 900, or 500-3 w/a min. climb of 386' per NM to 900, or 1000-21/2 for climb in visual conditions, Rwv 31L. std. w/a min. climb of 386' per NM to 800, or 300-11/2 w/ min. climb of 235' per NM to 800, or 1000-21/2 for climb in visual conditions. Rwy 31R, std. w/a min. climb of 334' per NM to 900, or 400-13/4 w/min. climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 13L/R, climbing right turn. Rwys 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: Rwy 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL

Rwy13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwy 31L, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. Rwy31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101'MSL.

SEATTLE-TACOMA INTL (SEA) AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys16L,16C,16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwvs 34L. 34C. 34R. climb to 1000 via heading 343°. then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: Rwy 5, 200-11/4 or std. w/min. climb of 212' per NM to 3700, or alternatively, w/std. takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: Rwy 5, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwy 11, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/ 3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/ 3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwy 5, std. w/ a min. climb of 312' per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23, std. w/a min. climb of 414' per NM to 4000, or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 5, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600. thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. Rwy 23, multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwy 5, 700-3 or std. w/min. climb of 318' per NM to 5100, or. . . Rwy 14, 800-3 or std. w/min. climb of 263' per NM to 5100, or. . . Rwy 23, 900-3 or std. w/ min. climb of 348' per NM to 5100, or.1400/3 for climb in visual conditions. Climb in visual

conditions NA at night. DEPARTURE PROCEDURE: Rwy 5, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwy 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence. . . Rwy 32, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...

inbound) to cross SHR VORTAC at or above airway MEA for route of flight. NOTE: Rwy 5, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201'from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL.

...climb in holding pattern (hold northwest, left turn, 133°

Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020'

SIDNEY, MT

21 OCT 2010 to 18 NOV 2010

SIDNEY-RICHLAND MUNI (SDY) AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 29, 400-21/2 or std. with a min. climb of 315' per NM to 2500.

NOTE: Rwy 1, trees beginning 86' from DER, left and right of centerline, up to 30' AGL/2072' MSL. Rwy 19, trees beginning 245' from DER, 302' right of centerline, up to 30' AGL/2029' MSL. Roads, 5' from DER, 298 right of centerline, up to 20' AGL/2003' MSL. Pole, 21' from DER, 298' right of centerline, up to 10' AGL/1992' MSL. Rwy 29, terrain left and right of centerline beginning 962' from DER, up to 2123' MSL. Poles beginning 778' from DER, left and right of centerline, up to 39' AGL/2181' MSL. Trees beginning 596' from DER, 165' right of centerline, up to 30' AGL/2026' MSL. Derrick 1452' from DER, 207' left of centerline, up to 47' AGL/2028' MSL. Road 504' from DER, 15' right of centerline, up to 17' AGL/1998' MSL.

SNOHOMISH. WA

HARVEY FIELD (\$43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 15R. 33L, NA-obstacles. Rwy 15L, std. w/min. climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions. Rwy 33R, std. w/ min. climb of 475' per NM to 800, or 1200-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 15L, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence ... Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: Rwy 15L, tree 81' from DER, 177' right of centerline, 40' AGL/106'MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline, 40' AGL/ 56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.





SPOKANE, WA

FELTS FIELD (SFF)

AMDT 5 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 3L, std. w/ min. climb of 450' per NM to 3600, or 2300-3 for climb in visual conditions. Rwy 3R, std. w/min. climb of 410' per NM to 3700, or 2300-3 for climb in visual conditions. Rwy 21L, std. w/min. climb of 375' per NM to 3200, or 2300-3 for climb in visual conditions. Rwy 21R, std. w/min climb of 375' per NM to 3200, or 2300-3 for climb in visual

DEPARTURE PROCEDURE: Rwys 3L, 3R, climb heading 035° to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above MCA/ MEA for route of flight. Rwys 21L, 21R, climb heading 215° to 3200, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport at or above 4100, then via heading 165° and GEGR-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA/ MEA for route of flight.

NOTE: Rwy 3L, trees beginning 1853' from DER, 772' right of centerline, up to 100' AGL/2037' MSL. Trees beginning 3538' from DER, 529' left of centerline, up to 100' AGL/2339' MSL. Antenna, trees and transmission poles beginning 1.5 NM from DER, 16' left of centerline, up to 100' AGL/2579' MSL. Trees beginning 2.3 NM from DER, 723' right of centerline, up to 100' AGL/2499' MSL. Rwy 3R, hangar, NDB, and trees beginning 92' from DER, 269' right of centerline, up to 100' AGL/2040' MSL. Trees beginning 4685' from DER, 1033' left of centerline, up to 100' AGL/2339 MSL. Antenna, trees and transmission poles beginning 1.6 NM from DER, 525' left of centerline, up to 100' AGL/2559' MSL. Trees and transmission poles beginning 2.6 NM from DER, 214' right of centerline, up to 150' AGL/2570' MSL. Rwy 21L, elevator, pole on building and trees beginning 315' from DER, 302' left of centerline, up to 140' AGL/2080' MSL. Rwy 21R, poles and trees beginning 188' from DER, 13' right of centerline, up to 100' AGL/1982' MSL. Elevator, pole, hangar, and building beginning 203' from DER, 1' left of centerline, up to 140' AGL/2080' MSL. Terrain and trees beginning 3.1 NM from DER, 4904' left of centerline, up to 100' AGL/2559' MSL.

SPOKANE INTL (GEG) AMDT 6 10266 (FAA)

DEPARTURE PROCEDURE: Rwv 3. climbing left turn heading 190° and GEG R-010 to GEG VORTAC Thence...Rwy7, climbing right turn heading 255° and GEG R-075 to GEG VORTAC, thence... Rwy 21, climbing right turn heading 208° and GEG R-028 to GEG VORTAC. Thence...Rwy 25, climbing left turn heading 176° and GEG R-356 to GEG VORTAC.

...climb in GEG VORTAC holding pattern (hold Southwest, right turns, 028° inbound) to cross GEG VORTAC at or above MEA for route of flight.

NOTE: Rwy 3, multiple trees beginning 1089' from DER, 666' left of centerline, up to 100' AGL/2370' MSL. Tree 1524' from DER, 851' right of centerline, 100' AGL/2374'MSL.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: Rwy 12, do not exceed 210 knots until established on MSO R-163. Rwy 30, do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: Rwy 12, climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: Rwy 18, 300-1 or std. with a min. climb of 360' per NM to 4400. Rwy 36, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: Rwy 18, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. Rwy 36, climb direct to DSD VORTAC. Then all aircraft climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: Rwy 35, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwy 17, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. Rwy 35, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

AMDT 2A 10182 (FAA)

TAKE-OFF MINIMUMS: Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200. Rwy 12, 1400-3 or std. with a min. climb of 500' per NM to 2000. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwy 7, climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwy 30, climbing left turn heading 120°. All aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31, use FETUJ RNAV DEPARTURE.

10266



10266

TORRINGTON, WY

TORRINGTON MUNI (TOR)

ORIG 10042 (FAA)

NOTE: Rwy 2, terrain 30' from DER, 277' left of centerline, 4197' MSL. Rwy 10, multiple trees and fence beginning 71' from DER, 143' right of centerline, up to 14' AGL/4214' MSL. Terrain 14' from DER, 502' left of centerline, 4199' MSL. Rwy 28, terrain 133' from DER, 386' right of centerline, 4213' MSL.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: Rwv 12. NA. DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

VORTAC. thence...

TAKE-OFF MINIMUMS: Rwy 8, std. w/min. climb of 358' per NM to 600, or 500-3 w/min. climb of 201' per NM to 600, or 900-21/2 for climb in visual conditions. Rwy 26, 600-3 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 8, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence...or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed

on BTG VORTAC R-179 to BTG VORTAC, thence. .Rwy 26, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL, Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7,20,25,34, turn left. Rwy 16, turn right. All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: Rwy 16, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, std. w/min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. Rwy 30, std. w/min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb heading 121° to 3900 before proceeding on course. Rwy 30, climb heading 301° to 4000 before proceeding on course

...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course. NOTE: Rwy 12, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. Rwy 30, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: Rwy7, NA. Rwy12, 1500-2 or std. with a min. climb of 510' per NM to 2900.

Rwvs 25, 30, CAT A.B 1600-2 or std, with a min, climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: Rwy 12, climb runway heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CWR-2007400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: Rwy 19, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: Rwv 1. ½ mile.

DEPARTURE PROCEDURE: Rwv 1. turn right. All aircraft climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10266

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/ DME R-140 to JEZZY Int, thence... Rwy 26, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: Rwy8, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/ lights, roads w/vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (KNUW) 10210

Diverse departures not authorized. MILITARY DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 420'/NM until 800. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL. Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000. intercept the NUW 11 DME ARC to join assigned

CIVIL DEPARTURE PROCEDURE: Rwy 7: Minimum climb of 410'/NM until 800. Climb to 2000 via heading 067°, expect radar vectors to join assigned route. Rwy 14: Cross DER at or above 11' AGL/60' MSL Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwy 32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route. TAKE-OFF OBSTACLES: Rwy 7: Trees, 204' MSL 3278' from DER, 1357' left of centerline; Trees, 434' MSL, 4727' from DER, 4828' left of centerline; Trees, 486' MSL, 5464' from DER, 5803' left of centerline: Trees, 279' MSL, 1.26 NM from DER, 2431' left of centerline; Trees, 397' MSL, 1.41 NM from DER, 3685' left of centerline; Trees, 525' MSL, 1.95 NM from DER, 1,17 NM left of centerline: Trees, 480' MSL, 1,99 NM from DER, 5119' right of centerline; Trees, 338' MSL, 1.46 NM from DER, 2996' right of centerline; Trees, 499' MSL, 1.6 NM from DER, 1 NM right of centerline; Trees, 512' MSL, 1.6 NM from DER, 1.11 NM left of centerline; Trees, 519' MSL, 1.96 NM from DER, 1.15 NM left of centerline; Trees, 525' MSL, 1.82 NM from DER, 1.21 NM left of centerline. Rwy 14: Trees, 123' MSL, 2624' from DER, 849' right of centerline; Trees, 274' MSL, 1.47 NM from DER, 2467' right of centerline; Trees, 375' MSL, 2.10 NM

from DER, 1844' left of centerline.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. 16, 300-2 or std. with a min. climb of 230' per NM to

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA. WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD TAKE-OFF MINIMUMS: Rwv 4. NA. Rwv 9. 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200. DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.

10266

21 OCT 2010 to 18 NOV 2010



104 OREGON

AGGET N44°40.56′ W124°03.92′. NOTAM FILE ONP.

NDB (LOM) 350 ON 158° 5.8 NM to Newport Muni, Unusable 360°-150°.

ALBANY MIINI (S12) 3 E UTC-8(-7DT) N44°38.27′ W123°03.57′

S4 FUEL 100LL OX 3 NOTAM FILE MMV RWY 16-34: H3004X75 (ASPH) S-30, D-43, 2D-71

RWY 16: VASI(V4L)-GA 4.0° TCH 29', Road.

RWY 34: REIL, VASI(V2L)-GA 4.0° TCH 25', Tree. AIRPORT REMARKS: Attended 1600-0100Z‡. Two marked by reflectors.

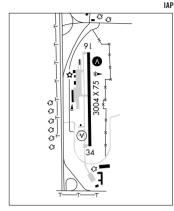
ACTIVATE VASI Rwv 16-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) CASCADE APP/DEP CON 127.5 (1400-0730Z±)

SEATTLE CENTER APP/DEP CON 125.8 (0730-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE CVO.

CORVALLIS (H) VORW/DME 115.4 CVO Chan 101 N44°29.98' W123°17.62′ 032° 13 NM to fld. 241/18E.



ALKALI LAKE STATE (RØ3) 8 N UTC-8(-7DT) N43°05.24' W119°58.56'

4312 TPA-5312(1000) NOTAM FILE MMV

RWY 18-36: 6100X150 (GRVL)

AIRPORT REMARKS: Unattended, Livestock frequently on rwy, Windsock midfield west side.

COMMUNICATIONS: CTAF 122.9

ARLINGTON MUNI (1S8) 1 NE UTC-8(-7DT) N45°42.99' W120°10.07' 890 NOTAM FILE MMV

RWY 06-24: 5000X50 (DIRT)

RWY 24: Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 06-24 loose gravel on surface, center portion gryl, surface rough due to bunch grass growth.

COMMUNICATIONS: CTAF 122.9

ASHLAND MUNI-SUMNER PARKER FLD (SØ3) 2 E UTC-8(-7DT)

N42°11.42′ W122°39.64′

1885 B S4 FUEL 100LL, JET A OX 2 TPA-2900(1015) NOTAM FILE MMV

RWY 12-30: H3603X75 (ASPH) S-15 MIRL

RWY 12: VASI(V2L)-GA 3.75° TCH 37'. Trees.

RWY 30: REIL. VASI(V2L)-GA 4.0° TCH 22'. Thid dspicd 190'. Trees.

AIRPORT REMARKS: Attended Oct-Apr Mon-Sat 1600-0100Z±, May-Sep Mon-Sat 1600-0200Z‡, Sun 1700-0100Z‡. 24 hr credit card

fuel. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 12-30, and REIL Rwy 30-CTAF. VASI Rwy 12 and Rwy 30 opr 24 hrs. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77'

W122°54.78' 128° 20.7 NM to fld. 2083/19E. 2AWIH KLAMATH FALLS L-21

KLAMATH FALLS

SEATTLE

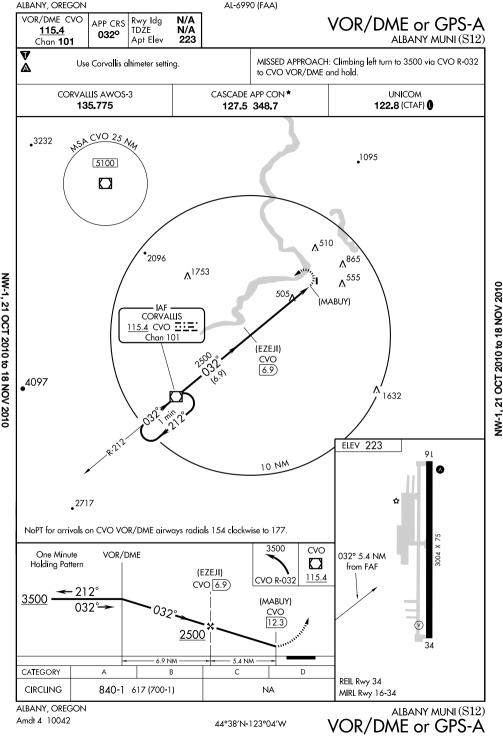
ଓ ଓ ଓ

€3 Ø

SEATTLE

SFATTLE

I_1R



ASTORIA RGNL (AST) 3 SW UTC-8(-7DT) N46°09.48' W123°52.72' FUEL 100LL, JET A Class IV, ARFF Index A 15 В S3 NOTAM FILE AST

S-60, D-76, 2S-97, 2D-119

N46°09.70′ W123°52.82′

RWY 08: REIL, VASI(V4L)—GA 3.0° TCH 51', Thid dspicd 301', Tree. RWY 26: MALSR. Thid dsplcd 704'. Dike. RWY 13-31: H4996X100 (ASPH) S-60, D-76, 2S-97, 2D-119

RWY 13: REIL. VASI(V4L)-GA 3.0°TCH 54'. Berm.

RWY 31: PAPI(P4L)-GA 4.0° TCH 45'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08-26: H5796X100 (ASPH)

MIRL

RWY 08: TORA-5796 TODA-5796 ASDA-5196

LDA-4896 RWY 13: TORA-4467 TODA-4467 ASDA-4467 LDA-4467 RWY 26: TORA-5796 TODA-6096 ASDA-5496 LDA-4782

RWY 31-TORA-4467 TODA-4467 ASDA-4467 IDA-4467

AIRPORT REMARKS: Attended 1600-0100Z±. For fuel outside normal

working hours ctc fixed-base operator 503-861-1222. Migratory

flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area, ACTIVATE MIRL Rwv 08-26 and Rwv 13-31, MALSR Rwy 26 and REIL Rwy 08-CTAF.

WEATHER DATA SOURCES: ASOS 135.375 (503) 861-1371. HIWAS 114.0 ΔST

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.3 (Mc MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AST.

AST

(L) VORW/DME 114.0 Chan 87

VOR portion unusable:

019°-030° beyond 35 NM below 5500' 030°-045° beyond 30 NM below 5500'

045°-055° beyond 30 NM below 7500'

080°-100° beyond 34 NM below 6000' 120°-150° beyond 33 NM below 7000' 150°-170° beyond 36 NM below 7000'

170°-200° beyond 15 NM below 8000' DME unusable:

075°-088° beyond 35 NM below 7,000' 330°-360° beyond 28 NM below 6,300'

KARPEN NDB (MHW) 201 PEN N46°08.37' W123°35.24'

ILS 109.5 I-AST Rwy 26. Class IE.

N45°14.83′ W122°46.20′

(UAO) 1 NW UTC-8(-7DT)

AURORA STATE

S4 FUEL 100LL. JET A OX 1 TPA-1200(1000)

RWY 17-35: H5004X100 (ASPH-GRVD) S-30, D-45 RWY 17: ODALS, VASI(V4R)-GA 3.5° TCH 40', Trees.

RWY 35: VASI(V4L)-GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1500-0500Z‡. Rwy 17 +30' p-line 2100'

from thid, marked by balls. Parallel twy 35' wide and has medium ints twy lgts, Rwy 17-35 has 150' blast pad at south end, Rwy 35

calm wind rwy. Use only paved sfcs. Exercise caution, frequent straight-in instrument apch tfc to Rwy 17. ACTIVATE MIRL Rwy 17-35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17-CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (503) 678-3011.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) PORTLAND APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV. NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 105° 10.9 NM to fld. 1440/21E. HIWAS.

ILS/DME 111.15 I-UAO Chan 48(Y) Rwy 17. Class IA. Loc only. DME unusable byd 15.2 NM blo 2500'.

5796 X 100 C n

HIWAS.

180°-210° beyond 10 NM below 3300'

200°-210° beyond 20 NM below 8.000'

210°-240° beyond 30 NM below 6,000' 240°-320° beyond 12 NM below 2,000'

240°-320° beyond 25 NM below 5.000' 320°-330° beyond 30 NM below 5.500'

330°-360° beyond 20 NM below 5.500'

255° 12.2 NM to fld. NDB unmonitored.

180°-240° beyond 5 NM below 2000'

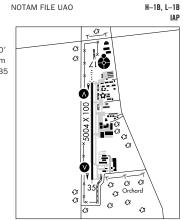
at fld. 10/19E.

SEATTLE

SFATTLE

IAP

H-1B, L-1C



(AST1.AST) 07298 ASTORIA ONE DEPARTURE (OBSTACLE) SL-24 (FAA)

ASTORIA RGNL (AST) ASTORIA, OREGON

NW-1, 21 OCT 2010 to 18 NOV 2010

SEATTLE CENTER 124.2 317.6 McMINNVILLE RADIO

500 **ASTORIA** 114.0 AST :--Chan 87 N46°0<u>9.70′ W123°52.82</u> 800

NOTE: TAKE-OFF MINIMUMS: Rwy 8, 800-3 or standard with minimum climb of 320' per NM to 900'. Rwy 13, 700-2 or standard with minimum climb of 350' per NM to 800'. Rwys 26,31, Standard.

NOTE: Chart not to scale.



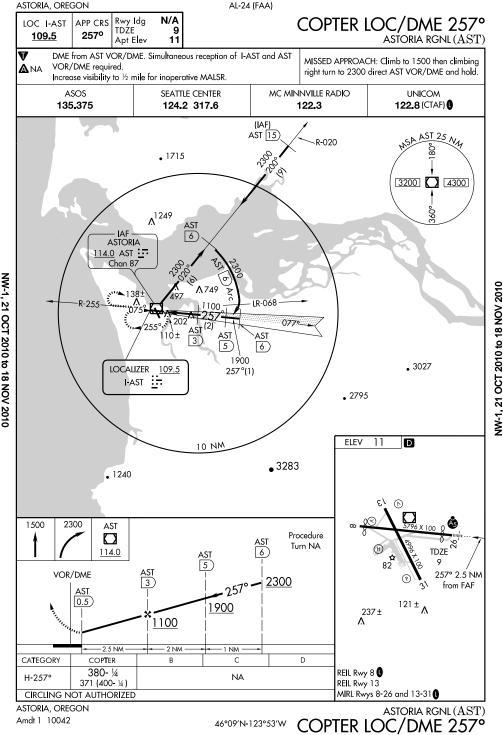
DEPARTURE ROUTE DESCRIPTION

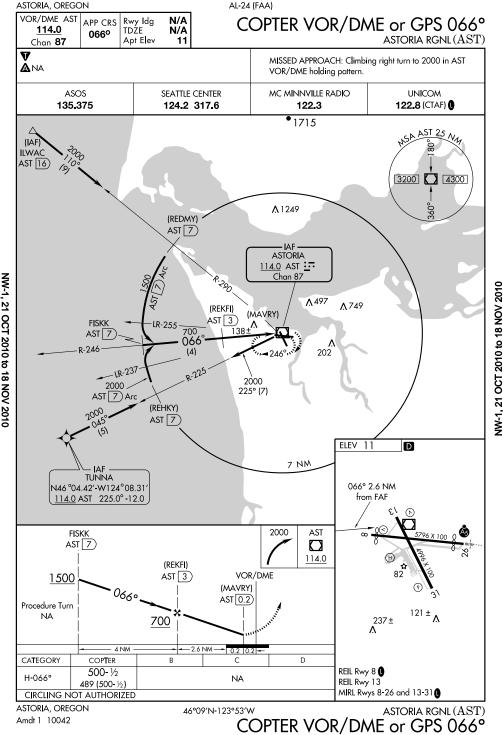
TAKE-OFF RUNWAYS 8,31: Turn left. Thence....

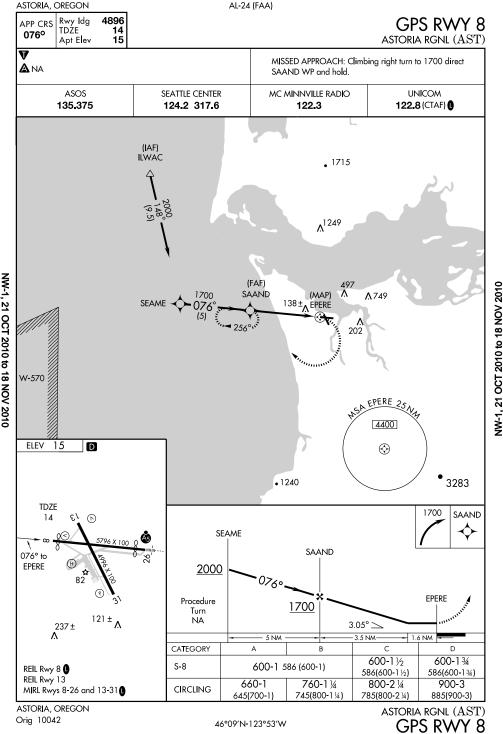
TAKE-OFF RUNWAY 26: Turn right. Thence....

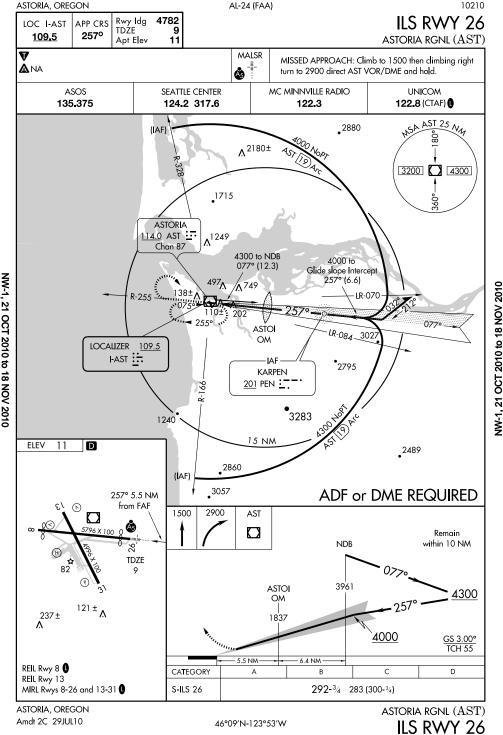
TAKE-OFF RUNWAY 13: Climb runway heading to 800 then climbing right turn. Thence....

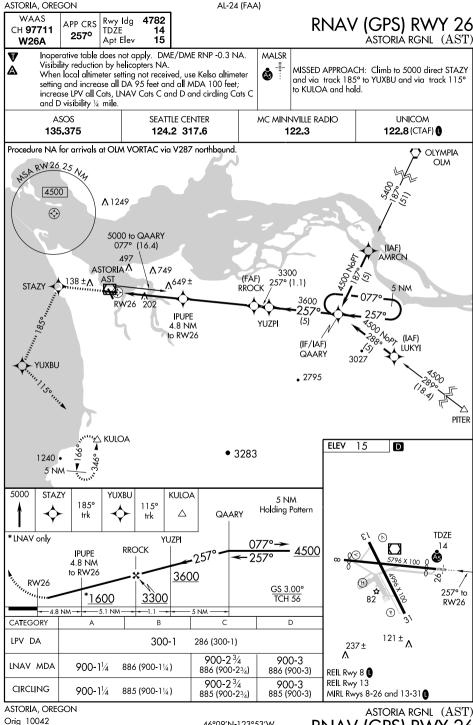
.... Aircraft departing northwest bound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.











NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

ASTORIA, OREGON AL-24 (FAA) VOR/DME AST 4896 Rwy Idg VOR RWY 8 APP CRS 114.0 TDŹE 14 066° 15 ASTORIA RGNL (AST) Apt Elev Chan 87 V MISSED APPROACH: Climb to 1000 then climbing left turn to Δ 3000 in AST VOR/DME holding pattern. **ASOS** SEATTLE CENTER MC MINNVILLE RADIO UNICOM 135,375 124.2 317.6 122.3 122.8 (CTAF) (1715 ^¹²⁴⁹ AF **ASTORIA** 114.0 AST :--Chan 87 NW-1, 21 OCT 2010 to 18 NOV 2010 A497 A749 138±∧ 066 **∧** 202 R-246 **∧** 249± . 2795 NSA AST 25 Ny စ္ထိ **ELEV** 15 D 3300 4400 3283 . 1240 066° to VOR/DME **(b)** 1000 3000 AST VOR/DME Remain within 10 NM TDZE 8 114.0 14 (H) 1800 ^{121 ±} ∧ 237± ۸ CATEGORY С D Α В 660-134 660-2 S-8 660-1 646 (700-1) REIL Rwy 8 646 (700-134) 646 (700-2) REIL Rwy 13 660-1 760-11/4 800-2 1/4 900-3 **CIRCLING** MIRL Rwys 8-26 and 13-31 1 645 (700-1) 745 (800-1 1/4) 785 (800-21/4) 885 (900-3) ASTORIA, OREGON ASTORIA RGNL (AST)

Amdt 12 10042

VOR RWY 8

ASTORIA RGNL (AST) 3 SW UTC-8(-7DT) N46°09.48' W123°52.72' FUEL 100LL, JET A Class IV, ARFF Index A 15 В S3 NOTAM FILE AST

S-60, D-76, 2S-97, 2D-119

N46°09.70′ W123°52.82′

RWY 08: REIL, VASI(V4L)—GA 3.0° TCH 51', Thid dspicd 301', Tree. RWY 26: MALSR. Thid dsplcd 704'. Dike. RWY 13-31: H4996X100 (ASPH) S-60, D-76, 2S-97, 2D-119

RWY 13: REIL. VASI(V4L)-GA 3.0°TCH 54'. Berm.

RWY 31: PAPI(P4L)-GA 4.0° TCH 45'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08-26: H5796X100 (ASPH)

MIRL

RWY 08: TORA-5796 TODA-5796 ASDA-5196

LDA-4896 RWY 13: TORA-4467 TODA-4467 ASDA-4467 LDA-4467 RWY 26: TORA-5796 TODA-6096 ASDA-5496 LDA-4782

RWY 31-TORA-4467 TODA-4467 ASDA-4467 IDA-4467

AIRPORT REMARKS: Attended 1600-0100Z±. For fuel outside normal

working hours ctc fixed-base operator 503-861-1222. Migratory

flocks of waterfowl on and in vicinity of arpt. High concentration helicopter operations in area, ACTIVATE MIRL Rwv 08-26 and Rwv 13-31, MALSR Rwy 26 and REIL Rwy 08-CTAF.

WEATHER DATA SOURCES: ASOS 135.375 (503) 861-1371. HIWAS 114.0 ΔST

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.3 (Mc MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE AST.

AST

(L) VORW/DME 114.0 Chan 87

VOR portion unusable:

019°-030° beyond 35 NM below 5500' 030°-045° beyond 30 NM below 5500'

045°-055° beyond 30 NM below 7500'

080°-100° beyond 34 NM below 6000' 120°-150° beyond 33 NM below 7000' 150°-170° beyond 36 NM below 7000'

170°-200° beyond 15 NM below 8000' DME unusable:

075°-088° beyond 35 NM below 7,000' 330°-360° beyond 28 NM below 6,300'

KARPEN NDB (MHW) 201 PEN N46°08.37' W123°35.24'

ILS 109.5 I-AST Rwy 26. Class IE.

N45°14.83′ W122°46.20′

(UAO) 1 NW UTC-8(-7DT)

AURORA STATE

S4 FUEL 100LL. JET A OX 1 TPA-1200(1000)

RWY 17-35: H5004X100 (ASPH-GRVD) S-30, D-45 RWY 17: ODALS, VASI(V4R)-GA 3.5° TCH 40', Trees.

RWY 35: VASI(V4L)-GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1500-0500Z‡. Rwy 17 +30' p-line 2100'

from thid, marked by balls. Parallel twy 35' wide and has medium ints twy lgts, Rwy 17-35 has 150' blast pad at south end, Rwy 35

calm wind rwy. Use only paved sfcs. Exercise caution, frequent straight-in instrument apch tfc to Rwy 17. ACTIVATE MIRL Rwy 17-35, VASI Rwy 17 and Rwy 35 and ODALS Rwy 17-CTAF.

WEATHER DATA SOURCES: ASOS 118.525 (503) 678-3011.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) PORTLAND APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV. NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 105° 10.9 NM to fld. 1440/21E. HIWAS.

ILS/DME 111.15 I-UAO Chan 48(Y) Rwy 17. Class IA. Loc only. DME unusable byd 15.2 NM blo 2500'.

5796 X 100 C n

HIWAS.

180°-210° beyond 10 NM below 3300'

200°-210° beyond 20 NM below 8.000'

210°-240° beyond 30 NM below 6,000' 240°-320° beyond 12 NM below 2,000'

240°-320° beyond 25 NM below 5.000' 320°-330° beyond 30 NM below 5.500'

330°-360° beyond 20 NM below 5.500'

255° 12.2 NM to fld. NDB unmonitored.

180°-240° beyond 5 NM below 2000'

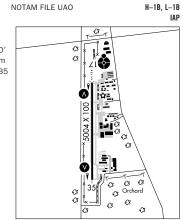
at fld. 10/19E.

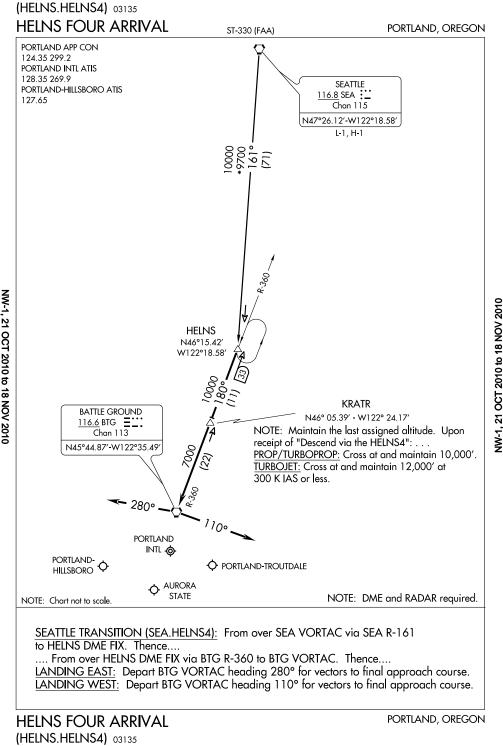
SEATTLE

SFATTLE

IAP

H-1B, L-1C

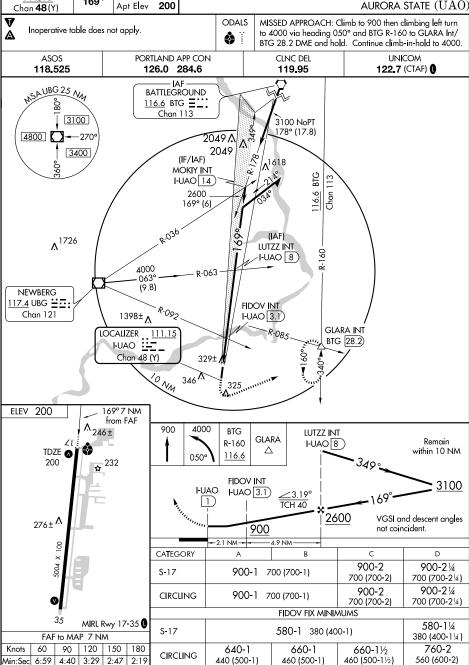




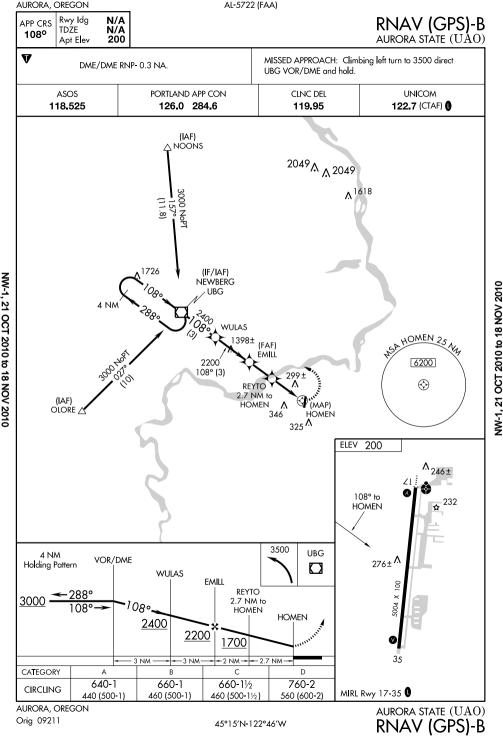
WW-1, 21 OCT 2010 to 18 NOV 2010

AURORA, OREGON

NW-1, 21 OCT 2010 to 18 NOV 2010



AURORA, OREGON Amdt 1 09183



DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Minnville

Muni altimeter setting and increase all DA 42 feet and all MDA 60 feet; increase LPV,

RNAV (GPS) RWY 17 AURORA STATE (UAO)

> MISSED APPROACH: **ODALS** Climb to 3500 direct DUBMY and hold. to 3500.

> > NW-1, 21 OCT 2010 to 18 NOV 2010

LNAV/VNAV visibilities all Cats. ¼ mile, increase LNAV visibility Cats. A/C/D ¼ mile, increase Circling visibilities Cats. A/C/D ¼ mile. For uncompensated Baro-VNAV ô continue climb-in-hold systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply. Visibility reduction by helicopters NA. **ASOS** PORTLAND APP CON CLNC DEL UNICOM 118,525 126.0 284.6 119,95 122.7 (CTAF) (KISA RW 17 25 Ny 2049_A 6200 2049 **(** 1618 (IF/IAF) MOKIY Procedure NA for arrivals at UBG VOR/DME on airway radials 013 CW 085. 2500 69 4000 ۸¹⁷²⁶ 639° ~~~ ~~5) (FAF) LUTZZ **NEWBERG** UBG ∧^{1398±} 329± RW17 ³⁴⁶∧ MISSED APCH FIX Λ^{325} DUBMY ELEV 200 169° to RW17 6 NM Λ_{246±} 3500 DUBMY 4 NM VGSI and RNAV glidepath TDZE ZI MOKIY Holding Pattern not coincident. 200 232 LUTZZ 4000 RW17 _{276±} Λ 2500 GS 3.00° TCH 40 9 7 NM 6 NM CATEGORY Α В C D 550-11/4 LPV DA 350 (400-11/4) LNAV/ DA 580-11/4 380 (400-11/4) VNAV 1060-1 1060-11/4 1060-21/2 1060-23/4 LNAV MDA 860 (900-1) 860 (900-11/4) 860 (900-21/2) 860 (900-23/4) 3.5

1060-1

860 (900-1)

CIRCLING

MIRL Rwy 17-35 🗓

AURORA, OREGON

AURORA STATE (UAO) RNAV (GPS) RW 45°15′N-122°46′W

1060-11/4

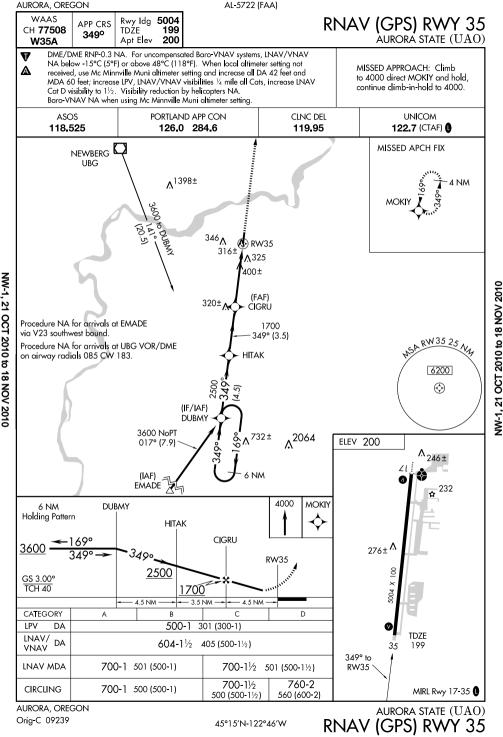
860 (900-11/4)

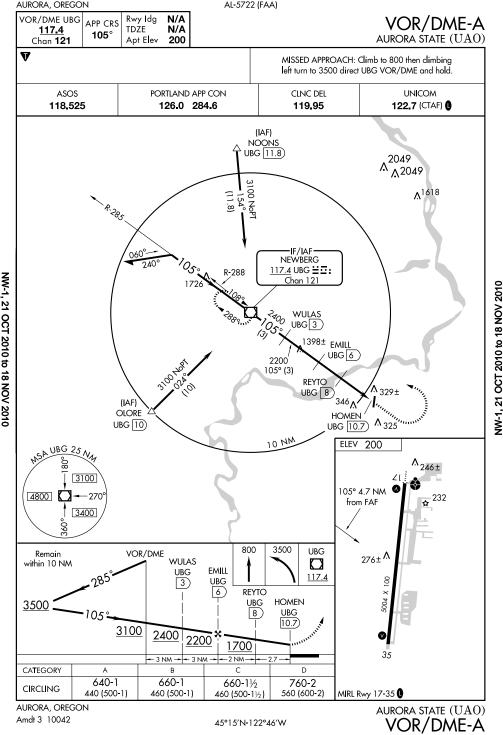
1060-21/2

860 (900-21/2)

1060-23/4

860 (900-234)





OREGON 106

3 N 3373 B S2 FUEL 100LL. JET A NOTAM FILE BKE RWY 13-31: H5095X100 (ASPH) S-50, D-65, 2S-82 MIRI

> RWY 13: VASI(V4L)-GA 3.0°TCH 55', Trees. RWY 31: Road.

> > S-30

RWY 17-35: H4359X75 (ASPH) S-30 RWY 35: Thid dspled 397'.

N44°50.44′

UTC-8(-7DT) N44°50.24′ W117°48.55′

RWY 26: P-line.

RWY 08-26: H3670X140 (ASPH)

(BKE)

BAKER CITY MUNI

RWY 17: Trees.

RWY 08: Road.

AIRPORT REMARKS: Attended dalgt hrs. Birds invof arpt. Rwv 08-26 and

Rwy 17-35 no winter maintenance, CLOSED by snow. Rwy 08-26 has many large unsealed cracks, grass growing on rwy, standing

water on surface. Rwy 13-31 parallel twy marked with reflectors. ACTIVATE MIRL Rwy 13-31 and VASI Rwy 13-CTAF. WEATHER DATA SOURCES: ASOS 134.275 (541) 523-5412.

COMMUNICATIONS: CTAF/UNICOM 123 O SALT LAKE CENTER APP/DEP CON 128.05 AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE. (H) VORW/DME 115.3 BKE

Chan 100 W117°48.47' at fld. 3380/20E. VOR/DME unusable:

005°-050° bvd 30 NM blo 12.000' 110°-125° byd 15 NM blo 9,000' 110°-125° byd 30 NM blo 11,000'

125°-180° bvd 15 180°-200° byd 15 NM blo 12,000′

200°-230° byd 15 NM BANDON STATE (SØ5) 2 SE UTC-8(-7DT)

122 B **S4** FUEL 100LL TPA-1122(1000) NOTAM FILE MMV RWY 16-34: H3601X60 (ASPH) S-12 MIRL RWY 16: REIL. PAPI(P4L) TCH 45'. Trees.

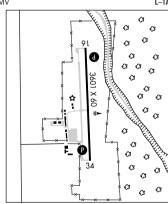
RWY 34: REIL. PAPI(P4L) TCH 40'. Trees. AIRPORT REMARKS: Attended 1500-0200Z‡. Deer invof arpt. Twy marked with blue reflectors. PAPI Rwy 16 OTS indef. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and

Rwy 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE OTH. NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93'

W124°10.11' 190° 22.4 NM to fld. 707/18E. HIWAS.

Œ 3670 X 140 Œ 230°-265° bvd 15 NM blo 12.000' 230°-265° byd 20 NM

265°-290° bvd 15 NM blo 12.000′ 265°-290° bvd 30 NM N43°05.19' W124°24.47' KLAMATH FALLS L-1A (3



BANKS N45°37.82′ W123°02.75′ NOTAM FILE HIO 122° 6.7 NM to Portland-Hillsboro NDB (MHW) 356 PND

1 SW

RWY 36: Trees.

NOTAM FILE MMV

surface loose and powdery, creates clouds of dust, loose rocks on surface, rough.

UTC-8(-7DT) N43°07.74' W121°49.07'

AIRPORT REMARKS: Unattended. CLOSED winter months. Rwy 18-36 15' rwy width usable in center. Rwy 18-36 dirt

(2S2)

BEAVER MOUNTAIN N44°35.21′ W117°47.26′

RCO 122 4 (MC MINNVILLE RADIO)

BEAVER MARSH STATE

4638 TPA-5638(1000)

RWY 18-36: 4500X60 (DIRT) RWY 18: Trees.

COMMUNICATIONS: CTAF 122.9

KLAMATH FALLS

SEATTLE

SEATTLE

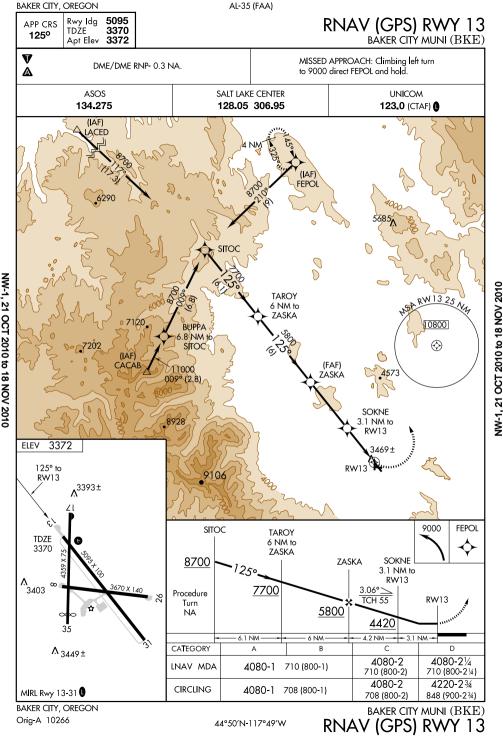
H-1C I-13B

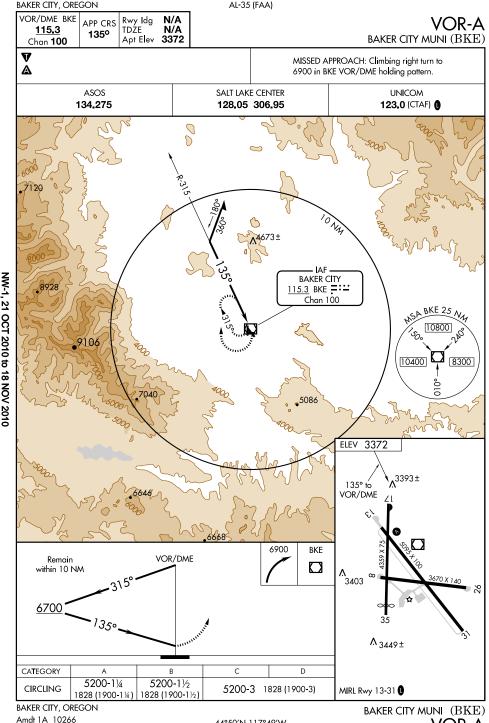
L-1C

SEATTLE.

IAP

H-1C, L-13B





Amdt 1A 10266

44°50′N-117°49′W

VOR-A

BAKER CITY, OREGON Amdt 11B 10266

MIRL Rwy 13-31 0

NW-1, 21 OCT 2010 to 18 NOV 2010

BAKER CITY MUNI (BKE)
VOR/DME RWY 13

4220-23/4

847 (900-234)

4000-13/4

627 (700-134)

NW-1, 21 OCT 2010 to 18 NOV 2010

4000-1 627 (700-1)

CIRCLING

NOTAM FILE MMV

BEND MUNI (BDN) 5 NE UTC-8(-7DT) N44°05.67′ W121°12.01′

S2 3460 B FUEL 100LL, JET A OX 1, 3, 4 TPA-4460(1000) RWY 16-34: H5200X75 (ASPH) S-30 MIRL 1.0% up SE RWY 16: PAPI(P4L)-GA 3.0° TCH 39', Road. RWY 34: PAPI(P4L)-GA 3.0° TCH 44'. Tree.

541-388-0019. Two parallel to Rwy 16-34 marked by reflectors. ACTIVATE MIRL Rwv 16-34 and PAPI Rwv 16 and Rwv 34-CTAF. WEATHER DATA SOURCES: AWOS-3 134.425 (541) 382-1477.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17' W121°18.21' 137° 10.5 NM to fld. 4101/18E. HIWAS.

AIRPORT REMARKS: Attended Mon-Fri 1530-02007±. Sat-Sun 1600-0100Z[±], Glider opr on and invof arpt, Calm wind rwy is Rwy

16. Noise abatement procedures in effect, call FBO at

00 Ċ 03 (3) 5200 X 75

KLAMATH FALLS

H-1B. L-13A

ΙΔΡ

396 NOTAM FILE MMV

RWY 04-22: H4200X100 (ASPH) S-30 MIRL RWY 22: Rgt tfc. AIRPORT REMARKS: Unattended, Telephone avbl. ACTIVATE MIRL Rwy

04-22-122 9 COMMUNICATIONS: CTAF 122.9

(M5Ø)

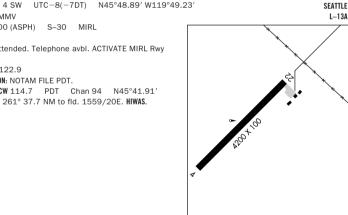
BOARDMAN

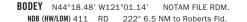
COMMUNICATIONS: CTAF/UNICOM 123.0 SEATTLE CENTER APP/DEP CON 128 15 RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

RADIO AIDS TO NAVIGATION: NOTAM FILE PDT. PENDLETON (H) VORTACW 114.7 PDT Chan 94

W118°56.32' 261° 37.7 NM to fld. 1559/20E. HIWAS.

N45°41 91'





NDB unusable 091°-111° bvd 25 NM blo 14000'.

BROOKINGS (BOK) 1 NE UTC-8(-7DT)

N42°04.47′ W124°17.41′ KLAMATH FALLS

FUEL 100LL, JET A TPA-1459(1000) NOTAM FILE 4BK RWY 12-30: H2900X60 (ASPH) S-11 RWY 12: PAPI(P2L)—GA 4.0° TCH 40'. Trees. Rgt tfc.

222° 6.5 NM to Roberts Fld.

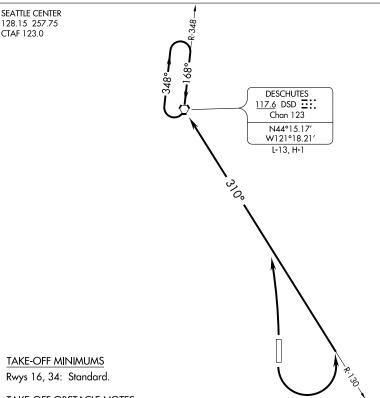
RWY 30: PAPI(P2L)-GA 3.0° TCH 40'. Tree.

KLAMATH FALLS

L-13A

AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 12-30 and PAPI Rwy 12 and Rwy 30—CTAF. WEATHER DATA SOURCES: ASOS 132.025 (541) 412-8682.

COMMUNICATIONS: CTAF/UNICOM 122 8



TAKE-OFF OBSTACLE NOTES Rwy 16: Trees beginning 75' from DER, 412' left of centerline, up to 43' AGL/3572' MSL.

NW-1, 21 OCT 2010 to 18 NOV 2010

Trees beginning 432' from DER, 5' right of centerline, up to 37' AGL/3541' MSL. Terrain beginning 27' from DER, 197' right of centerline, up to 3469' MSL. Road 1' from DER, 414' left of centerline, 17' AGL/3466' MSL.

Rwy 34: Trees beginning 306' from DER, 178' left of centerline, up to 25' AGL/3436' MSL. Road beginning 460' from DER, 414' left of centerline, up to 17' AGL/3425' MSL.

Bush 94' from DER, 443' left of centerline, 4' AGL/3407' MSL.

Terrain beginning 1' from DER, 147' left of centerline, up to 3408' MSL. Trees beginning 52' from DER, 252' right of centerline, up to 39' AGL/3429' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

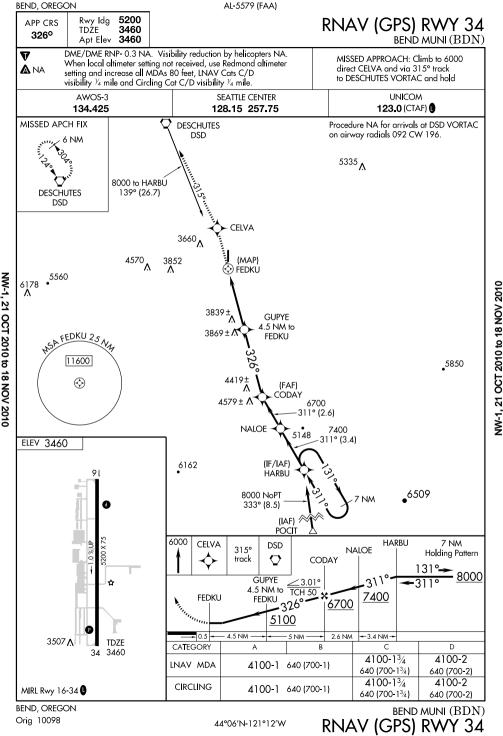
TAKE-OFF RUNWAY 16: Climbing left turn to intercept DSD R-130 to DSD VORTAC,

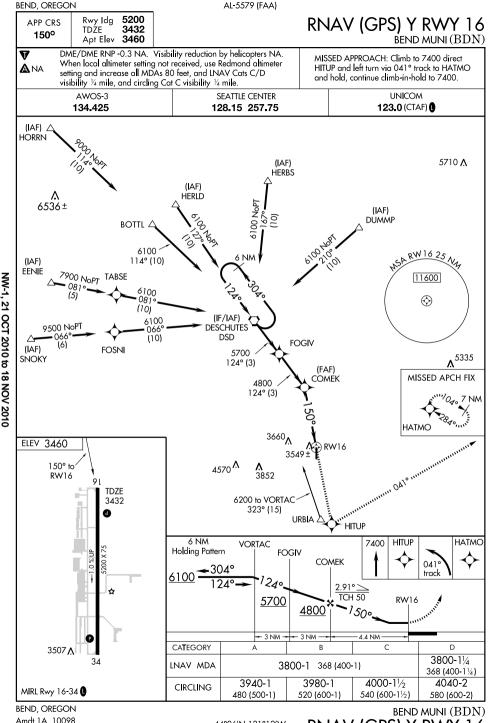
TAKE-OFF RUNWAY 34: Climbing left turn to intercept the DSD R-130 to DSD VORTAC,

Thence

. . . . Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above the MEA/MCA for the route of flight.

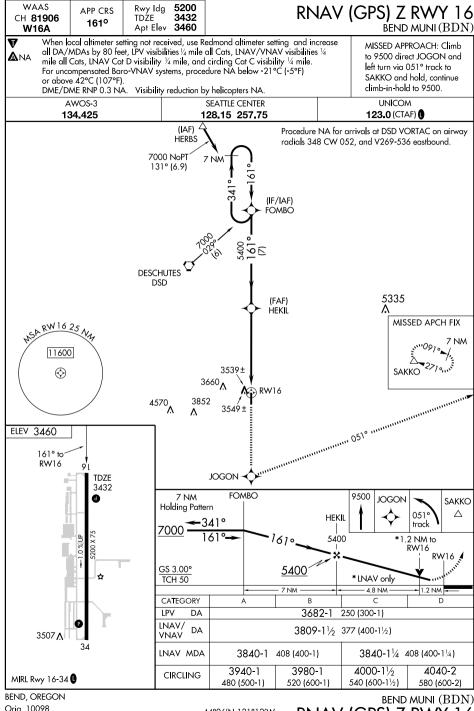
BEND ONE DEPARTURE (OBSTACLE)





Amdt 1A 10098

44°06′N-121°12′W RNAV (GPS) Y RW



AL-5579 (FAA)

RNAV (GPS) Z RW

WW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010

BEND, OREGON

BEND, OREGON AL-5579 (FAA) VORTAC DSD 5200 Rwy Idg VOR/DME RWY 16 APP CRS 117.6 TDŹE 3432 136° 3460 BEND MUNI(BDN)Apt Elev Chan **123** V When local altimeter setting not received, use Redmond altimeter MISSED APPROACH: Climb to 4600 setting and increase all MDAs 80 feet, increase S-16 Cat D 🛕 NA then climbing right turn to 7000 direct visibility ¼ mile, and circling Cat C visibility ¼ mile. DSD VORTAC and hold. Visibility reduction by helicopters NA AWOS-3 SEATTLE CENTER **UNICOM** 134,425 123.0 (CTAF) 0 128.15 257.75 (IAF) △ HORRN (IAF) ⁵⁷¹⁰Λ DSD 20 **HERBS** DSD [10) (IAF) **HERLD** 6100 NoPT **∆** 6536± DSD 10 610076 168° (10) (IAF) DUMMP DSD [10) BOTTL 6100 HOPT DSD [10] 5/00 (IAF) 200. **EENIE** DSD [15) TABSE 7900 NoPT DSD 10 6100 — IF/IAF — DESCHUTES (5) 0830 <u>117.6</u> DSD **Ξ∷** (10) R-263 Chan 123 6100 R-247 9500 NoPT 067° 067 (10)(6)۸⁵³³⁵ (IAF) **FOSNI** DSD 10) 4800 **JESAV SNOKY** DSD 3 36° (3) DSD [16] 3759± A HANIX DSD 6 10 Mg MSA DSD 25 Ny 3660 **^ ELEV 3460 ^.** 3589 ± 9100 7000 136° 4.1 NM 4570 9L TDZE from FAF 3852 3432 11600 8500 6200 to VORTAC **URBIA** 323° (15) DSD [15] 7000 4600 Remain VORTAC DSD within 10 NM \Diamond 5200 X 75 **JESAV** 117.6 HANIX DSD 3 DSD 6 6100 136°• 1360 DSD ÷ 6100 10.1 3.09° 5700 TCH 50 4800 3 NM 3 NM 4.1 NM 3507 ∧ CATEGORY Α C 34 S-16 3840-11/4 408 (400-11/4) 3840-1 408 (400-1) 3940-1 3980-1 4000-11/2 4040-2 **CIRCLING** MIRL Rwy 16-34 540 (600-11/2) 480 (500-1) 520 (600-1) 580 (600-2) BEND, OREGON BEND MUNI (BDN)

Amdt 9 10098

NW-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 16

OREGON

BURNS MUNI (BNO) 5 E UTC-8(-7DT) N43°35.52′ W118°57.33′ S4 FUEL 100LL, JET A NOTAM FILE BNO RWY 12-30: H5100X75 (ASPH) S-30, D-50, 2D-90

RWY 12: REIL. VASI(V2L)-GA 3.0° TCH 45'.

RWY 30: REIL. VASI(V2L)-GA 3.0° TCH 45'. Road. RWY 03-21: H4600X60 (CONC) S-30 RWY 03: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Thid dspicd 600'.

P-lines. RWY 21: REIL. PAPI(P2L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended Mon-Sat 1600-0200Z‡. Self serve card lock fuel avbl 24 hrs. Flocks of large birds in vicinity of arpt

Feb-May and Sep-Oct. Bottle oxygen obtainable-1/2 hr. Rwy 21 PAPI OTS indef. ACTIVATE MIRL Rwys 03-21 and 12-30, PAPI

Rwys 03 and 21, VASI Rwys 12 and 30, and REIL Rwys 03, 21, 12 and 30-CTAF. WEATHER DATA SOURCES: ASOS 135.575 (541) 573-1382.

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.5 (MC MINNVILLE RADIO) AIRSPACE: CLASS E svc 1500-2300Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BNO. WILDHORSE (L) VORW/DME 113.8 Chan 85 N43°35.59' ILR

CAPE BLANCO STATE (See DENMARK)

W118°57.30' at fld. 4140/18E.

KLAMATH FALLS

H-1C, L-11A

IAP

CASCADE LOCKS STATE (CZK)

151 TPA-1151(1000) NOTAM FILE CZK

RWY 06-24: H1800X30 (ASPH) RWY 06: Tree.

S-20, D-30

RWY 24: Road. Rgt tfc.

LIRL

AIRPORT REMARKS: Unattended. Owner advises ctc Oregon Dept. of Aviation 503-378-4880 prior to use. Unlighted

powerlines 3NM SW of arpt. COMMUNICATIONS: CTAF 122.9

CAVE JUNCTION

ILLINOIS VALLEY

В

(3S4) 4 SW UTC-8(-7DT) N42°06.22′ W123°40.95′ TPA-2394(1000) NOTAM FILE MMV RWY 18-36: H4807X75 (ASPH)

RWY 18: VASI(V2L)—GA 4.0° TCH 50', Thid dsplcd 125', Road.

RWY 36: VASI(V2L)-GA 4.5° TCH 49'. Trees. AIRPORT REMARKS: Unattended, Frequent ultra-light activity, Rwy 18

and Rwv 36 VASI out of svc indefinitely. Rwv 36 designated calm wind rwy. ACTIVATE LIRL Rwy 18-36, VASI Rwy 18 and Rwy 36-CTAF.

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.

W124°14.44′ 033° 31.7 NM to fld. 54/19E.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77'

1 NE UTC-8(-7DT) N45°40.62' W121°52.73' SEATTLE

> KLAMATH FALLS L-21 (3 (3 (3

> > €3

CHEHALEM AIRPARK (See NEWBERG)

NW-1, 21 OCT 2010 to 18 NOV 2010

BURNS, OREGON AL-6331 (FAA) VOR/DME ILR 5100 Rwy Idg VOR RWY 30 APP CRS 113.8 4148 TDŹE 304° BURNS MUNI (BNO) Apt Elev 4148 Chan 85 V MISSED APPROACH: Climbing right turn to 8000 in ILR Δ VOR/DME holding pattern. **ASOS** MC MINNVILLE RADIO UNICOM 122.5 122.8 (CTAF) (135.575 6678 MSA ILR 25 MM 7900 • 5223 7100 IAF WILDHORSE 113.8 ILR :±: NW-1, 21 OCT 2010 to 18 NOV 2010 Chan 85 5320 259° **ELEV 4148** 8000 ILR VOR/DME Remain 304° to within 10 NM VOR/DME 113.8 4.5 7000 4203 🕏 TDZE 4148 0.4 - 4.1 NM -CATEGORY С D 5500-11/4 5500-11/2 S-30 5500-3 1352 (1400-3) 1352 (1400-11/4) 1352 (1400-11/2) REIL Rwys 3, 12, 21 and 30 0 5500-11/2 5500-11/4 CIRCLING 5500-3 1352 (1400-3) MIRL Rwys 3-21 and 12-30 (1) 1352 (1400-11/4) 1352 (1400-11/2) BURNS, OREGON BURNS MUNI (BNO)Amdt 3A 10042 43°36'N - 118°57'W VOR RWY 30

OREGON

B TPA-3911(1000) NOTAM FILE MMV

S-12

1 NE

MIRI

UTC-8(-7DT)

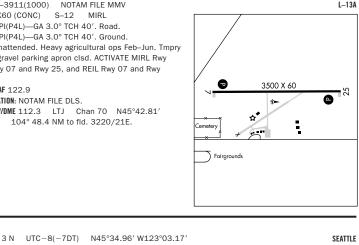
RWY 07-25: H3500X60 (CONC) RWY 07: REIL, PAPI(P4L)-GA 3.0° TCH 40', Road. RWY 25: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Ground.

CONDON STATE PAULING FLD (3S9)

AIRPORT REMARKS: Unattended. Heavy agricultural ops Feb-Jun. Tmpry tie-down area/gravel parking apron clsd. ACTIVATE MIRL Rwy

07-25, PAPI Rwy 07 and Rwy 25, and REIL Rwy 07 and Rwy 25-CTAF. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS. KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81' W121°06.05' 104° 48.4 NM to fld. 3220/21E. **2AWIH**



SEATTLE

N45°14.79′ W120°09.99′

CORNELIUS SKYPORT

110

NOTAM FILE MMV RWY 16-34: 2000X45 (TURF-GRVL)

RWY 16: Trees. Rgt tfc.

(4S4)

COMMUNICATIONS: CTAF 122.9

RWY 27: PAPI(P4L)—GA 3.0° TCH 25', Thid dsplcd 199', Railroad. AIRPORT REMARKS: Attended 1600Z‡-dusk. Migratory waterfowl and other birds on and in the vicinity of arpt. Heavy-lift helicopter activity on and invof arpt, be aware of possible rotor tip vortices.

RWY 34: Thid dspicd 200'. Road. AIRPORT REMARKS: Attended 1400-0400Z‡. Helicopter and Ultralight ops prohibited. Rwy 16-34 rwy ends marked with half barrels. Rwy 34 dsplcd thld marked with "L" shaped boards.

3.5

KLAMATH FALLS

H-1B, L-1B

IAP

5900 X 150

CORVALLIS MUNI (CVO) 4 SW UTC-8(-7DT) N44°29.83' W123°17.37' FUEL 100LL, JET A OX 1, 2, 3 TPA-1050(800) NOTAM FILE CVO

RWY 17-35: H5900X150 (ASPH) S-35, D-73, 2S-127, 2D-100 RWY 17: MALSR. VASI(V4L)-GA 3.0° TCH 50'. RWY 35: REIL. VASI(V4L)-GA 3.0° TCH 51'. RWY 09-27: H3545X75 (ASPH) S-51, D-65, 2S-127, 2D-100

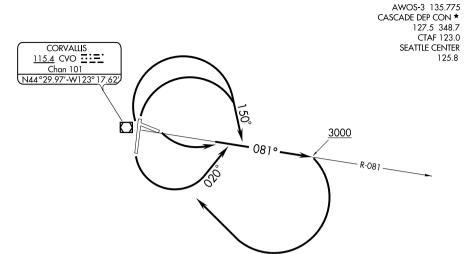
ACTIVATE MALSR Rwy 17 and MIRL Rwy 09-27 and REIL Rwy WEATHER DATA SOURCES: AWOS-3 135.775 (541) 754-0081. COMMUNICATIONS: CTAF/UNICOM 123.0

(R) CASCADE APP/DEP CON 127.5 (1400-0730Z±) (R) SEATTLE CENTER APP/DEP CON 125.8 (0730-1400Z±) RADIO AIDS TO NAVIGATION: NOTAM FILE CVO.

(H) VORW/DME 115.4 CVO Chan 101 N44°29.98'

W123°17.62' at fld. 241/18E.

LEWISBURG NDB (MHW) 225 LWG N44°36.82′ W123°16.24′ 169° 7.0 NM to fld. ILS 111.9 I-CVO Rwy 17. Class IT.



TAKEOFF MINIMUMS

Rwy 9, 200-1 or standard with minimum climb of 245' per NM to 500. Rwys 17/35. standard.

Rwy 27, standard with minimum climb of 310' per NM to 2300.

TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from DER, 254' left of centerline, up to 153'

Multiple trees and railroad beginning 670' from DER, 5' right of centerline, up to 135' AGL/380' MSL.

Rwy 27: OL on GS 409' from DER, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35: Multiple trees beginning 470' from DER, 544' left of centerline, up to 36' AGL/276' MSL.

Tree 2.3 NM from DER, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081, thence. . . .

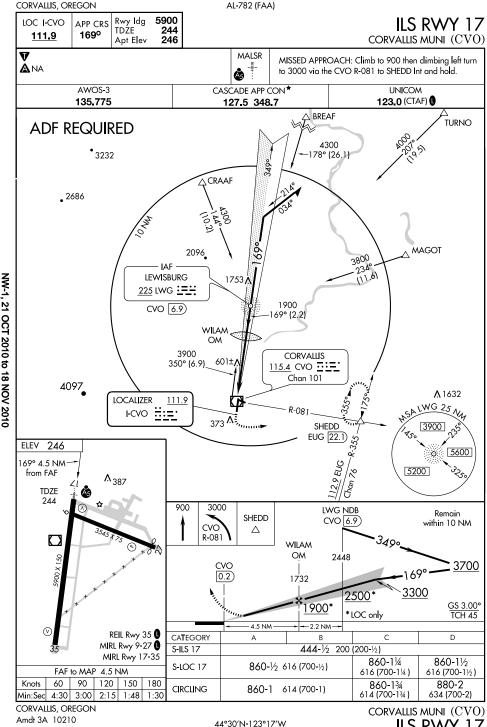
TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081, thence. . . .

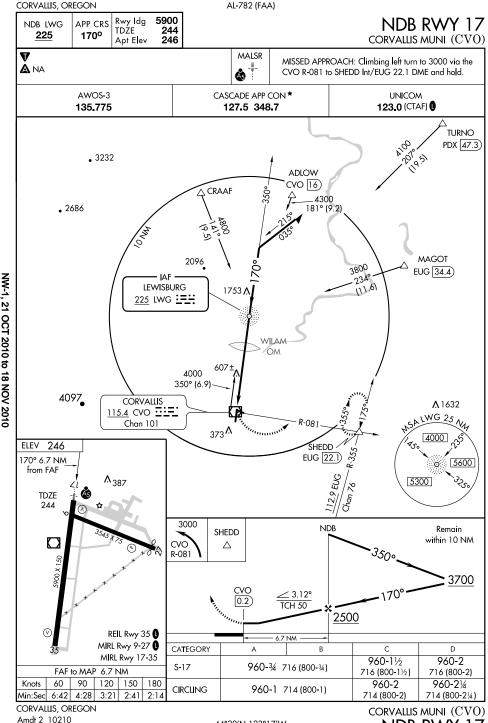
TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081. thence. . . .

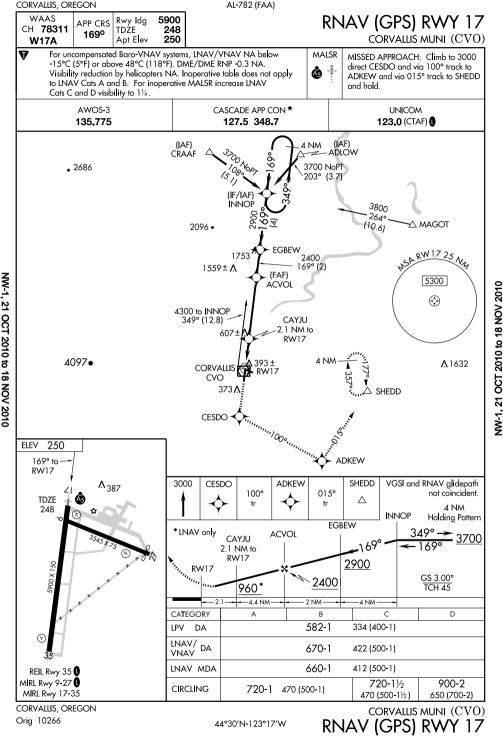
.... climbing right turn to 4000 direct CVO VOR/DME. Continue climb on course to MEA for route of flight.

LOST COMMUNICATIONS: If not in contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

CORVALLIS ONE DEPARTURE (CVO1.CVO) 10098







NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

AWOS-3 135.775 CASCADE DEP CON ★ 127.5 348.7 CTAF 123.0 CORVALLIS SEATTLE CENTER 115.4 CVO ..:= 125.8 Chan 101 N44°29.97′-W123° 17.62 R-081 0810 SHEDD N44°28.55' 9 W123°05.29' TAKEOFF MINUMUMS Rwy 9, 200-1 or standard with minimum obstacle climb of 245' per NM to 500, ATC climb of 332' per NM to 3000.

TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from DER, 254' left of centerline, up to 153' AGL/383' MSL.

Multiple trees and railroad beginning 670' from DER, 5' right of centerline, up to 135'

AGL/380' MSL. Rwy 27: OL on GS 409' from DER, 325' left of centerline, 28' AGL/273' MSL.

Rwys 17/35, standard with minimum ATC climb of 312' per NM to 3000.

Rwy 27, standard with minimum obstacle climb of 310' per NM to 2300,

ATC climb of 312' per NM to 3000.

Rwy 35: Multiple trees beginning 470' from DER, 544' left of centerline, up to 36' AGL/276' MSL. Tree 2.3 NM from DER, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.

EUGENE

112.9 EUG :- = . _ Chan 76

77

NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081 to SHEDD INT, thence. . . .

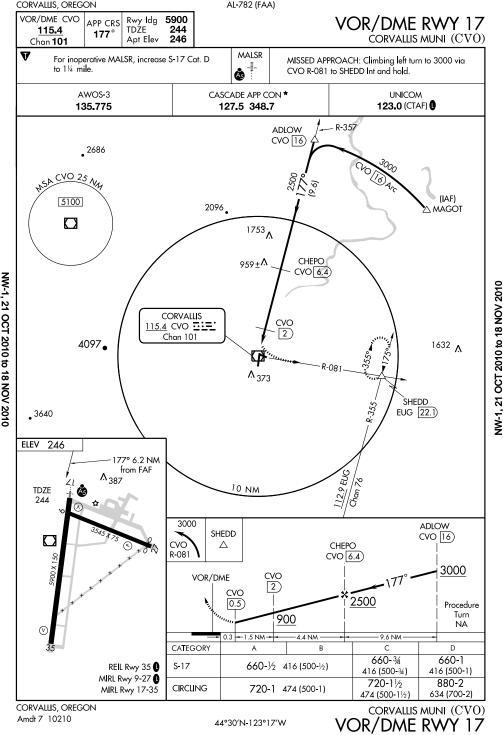
TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081 to SHEDD INT, thence. . .

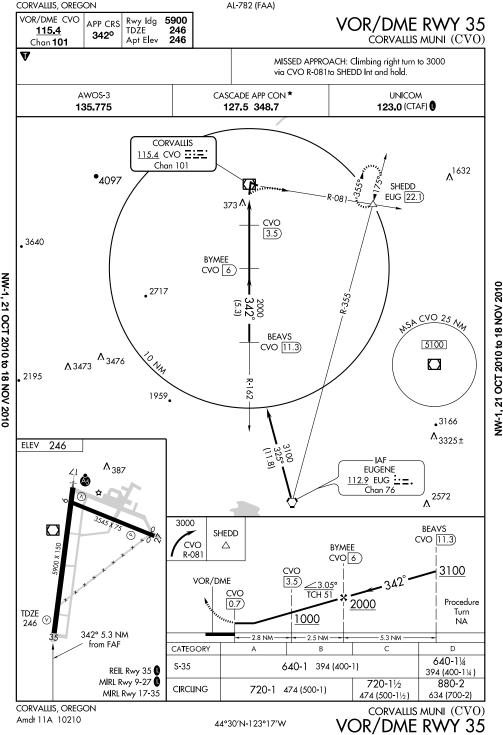
TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and

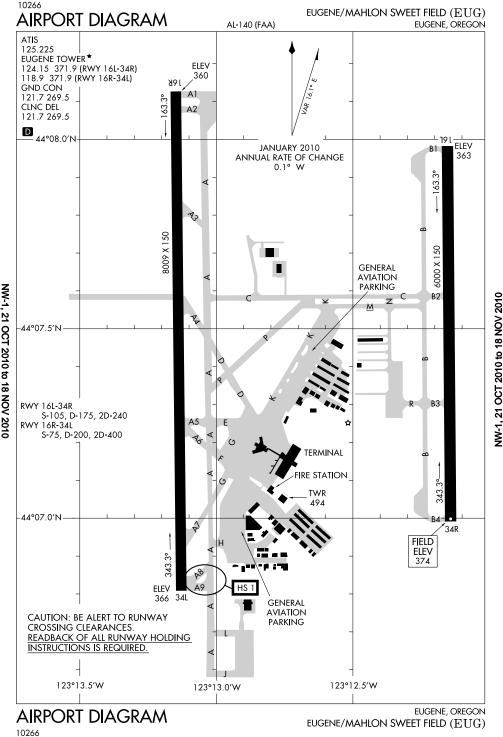
CVO R-081 to SHEDD INT, thence.via assigned route/clearance.

LOST COMMUNICATIONS: If not in contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

SHEDD ONE DEPARTURE (SHEDD1.SHEDD) 10098







114 OREGON

RWY 16R-34L: H8009X150 (ASPH-GRVD) S-75, D-200.

CI RWY 16R: ALSF2, TDZL, PAPI(P4L)—GA 3.0° TCH 50'. RWY 34L: ODALS, VASI(V4L)-GA 3.0° TCH 53'. RWY 16L-34R: H6000X150 (ASPH-GRVD) S-105, D-175,

RWY 16L: MALSR. PAPI(P4L)-GA 3.0° TCH 52'.

TODA-6000

TODA-6000

EUGENE

MAHLON SWEET FLD (EUG) 7 NW UTC-8(-7DT) N44°07.40′ W123°13.12′ В S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—1174(800) Class I, ARFF Index B

ASDA-6000

ASDA-6000

LDA-6000

LDA-8009

LDA-6000

KLAMATH FALLS

34R

AIRPORT REMARKS: Attended continuously. Migratory waterfowl and other birds on and invof arpt. PPR for unscheduled air carrier ops

RUNWAY DECLARED DISTANCE INFORMATION RWY 16L: TORA-6000

RWY 34R: REIL. PAPI(P4L)-GA 3.0° TCH 50'.

NOTAM FILE EUG

2D-400 HIRI

2D-400 HIRL

RWY 16R: TORA-8009 TODA-8009 ASDA-8009 LDA-8009 RWY 34L: TORA-8009 TODA-8009 ASDA-8009 RWY 34R: TORA-6000

with more than 30 passenger seats call 541-682-5430, ARFF svcs unavailable 0000-0500 local except PPR 541-682-5430.

No access to Rwy 34L byd Twy A9. Helicopters Idg and departing avoid overflying the airline passenger terminal and ramp located E

1400-0730Z‡, med ints 0730-1400Z‡. PAPI Rwy 16R and VASI Rwy 34L opr 24 hrs. ALSF Rwy 16R and 0DALS Rwy 34L, MALSR Rwy 16L, PAPI Rwy 16L and Rwy 34R, and REIL Rwy 34R twr ctl 1400-0730Z±, 0730-1400Z±

ACTIVATE-CTAF. WEATHER DATA SOURCES: ASOS (541) 461-3114. HIWAS 112.9 EUG. COMMUNICATIONS: CTAF 118.9

EUGENE RCO 122.3 (MC MINNVILLE RADIO)

R SEATTLE CENTER APP/DEP CON 125.8 (0730-1400Z±)

EUGENE TOWER 118.9 (Rwy 16R-34L), 124.15 (Rwy 16L-34R) (1400-0730Z‡)

AIRSPACE: CLASS D svc 1400-0730Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.

EUGENE (H) VORTACW 112.9 EUG Chan 76

FRAKK NDB(MHW) 260 EU N44°12.77′ W123°13.23′ 160° 5.3 NM to fld. ILS/DMF 110 1 I-FUG Chan 38 Rwv 16R. Class IIIE.

tower closed. **ILS/DME** 111.75 I-ADE Chan 54(Y) Rwy 16L.

H-1B. L-1B IAP, AD A3 191 6000 X 8009 X 150

of Rwy 16R-34L. Helipad west of Rwy 16R restricted, PPR phone 541-682-5430. Twys H and K unavailable to acft 21.000 pounds single weight and 40.000 pounds dual gross weight. Terminal apron closed to acft except scheduled air carriers and flights with prior permission. HIRL Rwv 16L-34R and Rwv 16R-34L twr ctl

> ATIS 125,225 (541) 607-4699 UNICOM 122.95

R CASCADE APP/DEP CON 119.6 (340°-159°) 120.25 (160°-339°) (1400-0730Z‡)

GND CON/CLNC DEL 121.7

at fld. 364/20E. HIWAS.

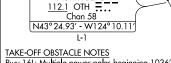
OM FRAKK NDB ILS unmonitored when

Class IE.

N44°07.25′ W123°13.37′

EUGENE EIGHT DEPARTURE ATIS 125.225

SL-140 (FAA) NEWBERG GND CON BATTLEGROUND 121.7 269.5 117.4 UBG ::::
Chan 121 116.6 BTG **___** Chan 113 **EUGENE TOWER *** N45°21.19′ - W122°58.69′ N45°44.87′ - W122°35.49′ 118.9 (CTAF) 371.9 (Rwy 16R-34L) L-1, H-1 124.15 371.9 (Rwy 16L-34R) CASCADE DEP CON 119.6 348.7 **CORVALLIS** 115.4 CVO ...= Chan 101 N44°29.97 **NEWPORT** W123° 17.62′ 1<u>17.1</u> ONP ... 1-1 Chan 118 N44°34.52′ - W124°03.64′ L-1, H-1 NOTE: Chart not to scale. **EUGENE** NOTE: RADAR required. 112.9 EUG :--. Chan 76 NOTE: Aircraft taxiing beyond Rwy 16R N44°07.25' - W123°13.37' departure end, 500' left of centerline. L-1, H-1 TAKE-OFF MINIMUMS **DESCHUTES** Rwy 16L/16R: Standard with minimum climb of 117.6 DSD ... 325' per NM to 4400. Chan 123 N44°15.17′ - W121°18.21′ Rwy 34L/34R: Standard with minimum climb of L-13, H-1 360' per NM to 4400. **ROSEBURG** NORTH BEND 112.1 OTH 🚃 108.2 RBG :::: Chan 19



Rwy 16L: Multiple power poles beginning 1036' from DER, 74' right of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' left of centerline, up to 31' AGL/404' MSL. Tower 5.7 NM from DER, 2550' left of centerline, 173' AGL/1281' MSL.

Rwy 16R: Tree 1991' from DER, 831' left of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' right of centerline, up to 43' AGL/408' MSL Tower 5.5 NM from DER, 1.1 NM left of centerline, 173' AGL/1281' MSL.

Rwy 34L: Tree 1597' from DER, 842' left of centerline, 50' AGL/404' MSL. Rwy 34R: Tree 2897' from DER, 606' right of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' left of centerline, 65' AGL/428' MSL.

N43°10.95' - W123°21.13' ROGUE VALLEY 1<u>13.6</u> OED <u>■ ..</u> N42°28.77′ - W122°54.78′ L-2, H-3 KLAMATH FALLS 115.9 LMT =-Chan 106 N42°09.19' W121°43.65' L-2, H-3

V

NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L/16R: Climb heading 163° (or ATC assigned heading) for vectors to assigned route/fix . . .

TAKE-OFF RUNWAY 34L/34R: Climb heading 343° (or ATC assigned heading) for vectors to assigned route/fix . .

. maintain 9000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with ATC after reaching 3000', continue climb to assigned altitude direct EUG VORTAC, climb in EUG VORTAC holding pattern to cross EUG VORTAC at or above MEA before proceeding enroute.

HOT SPOTS

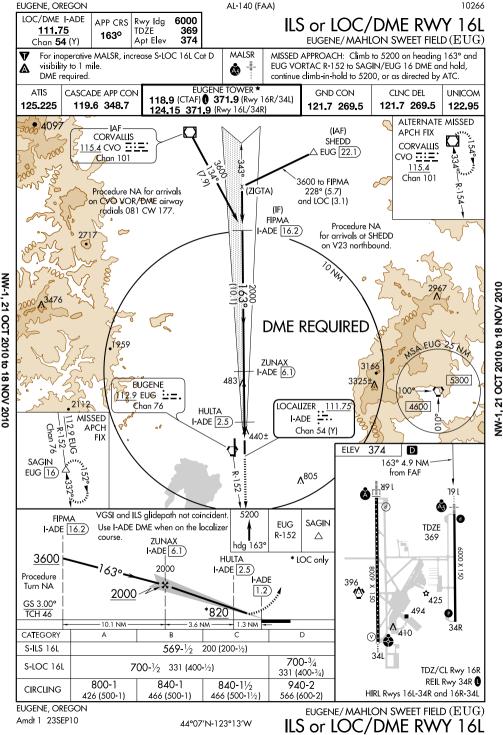
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

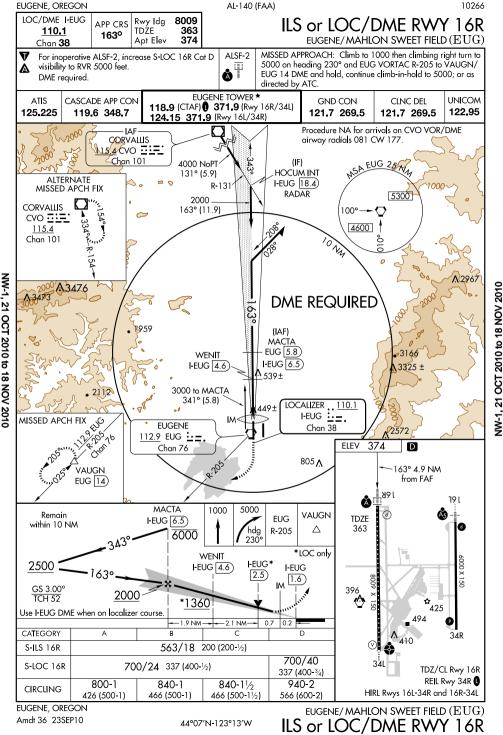
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

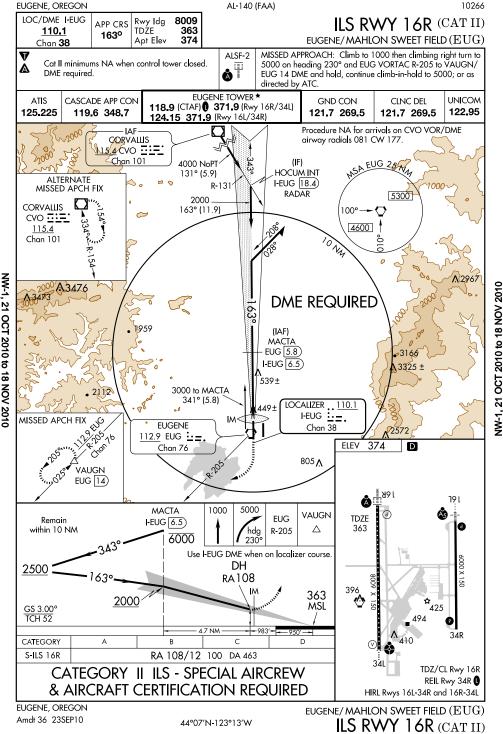
increased risk has been reduced or el		t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID		
LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		, ,
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

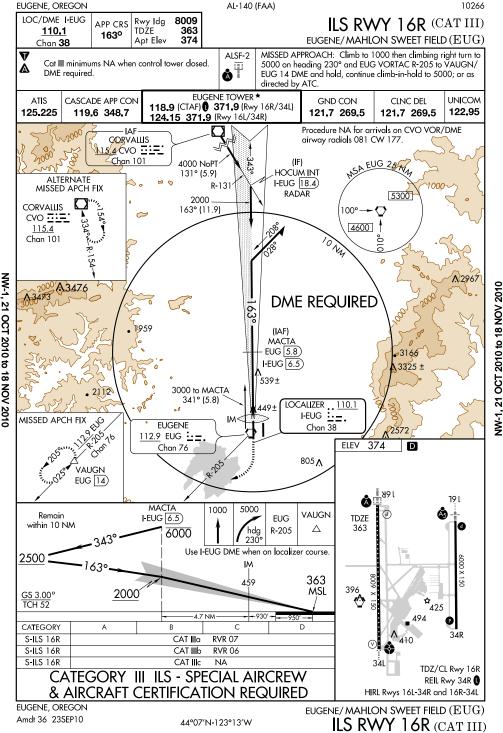
21 OCT 2010 to 18 NOV 2010

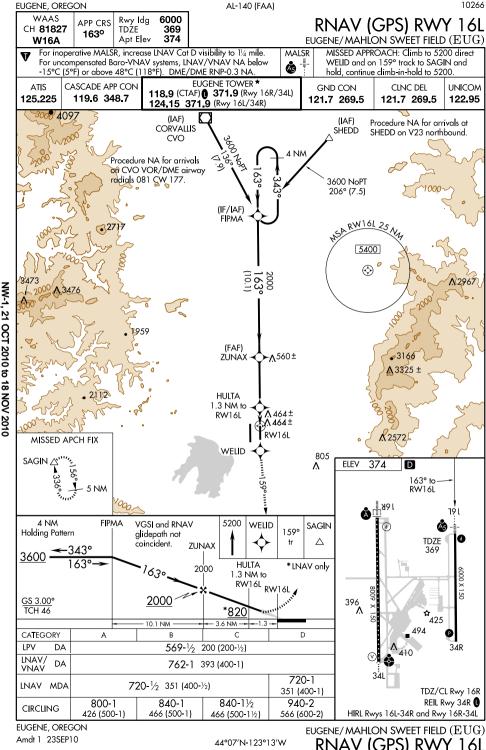
10266			
HOT SPOTS			
(CONTINUED)			
CITY/AIRPORT	HOT SPOT	DESCRIPTION*	
CITY/AIRPORT SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI) SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk. Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.	
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.	



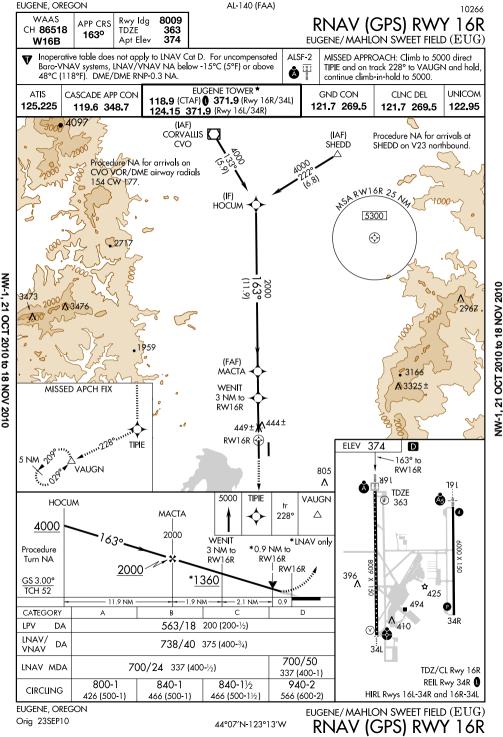


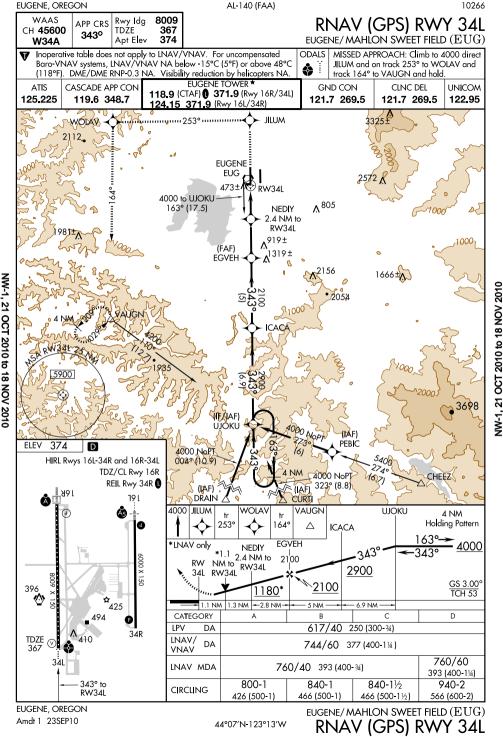


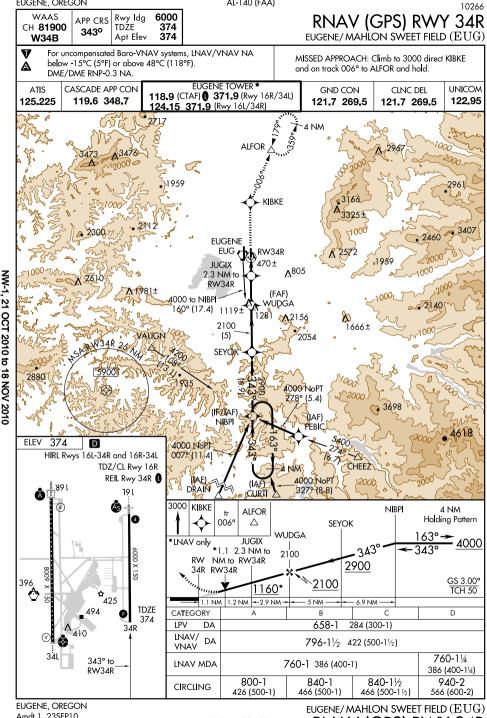




RNAV (GPS) RW



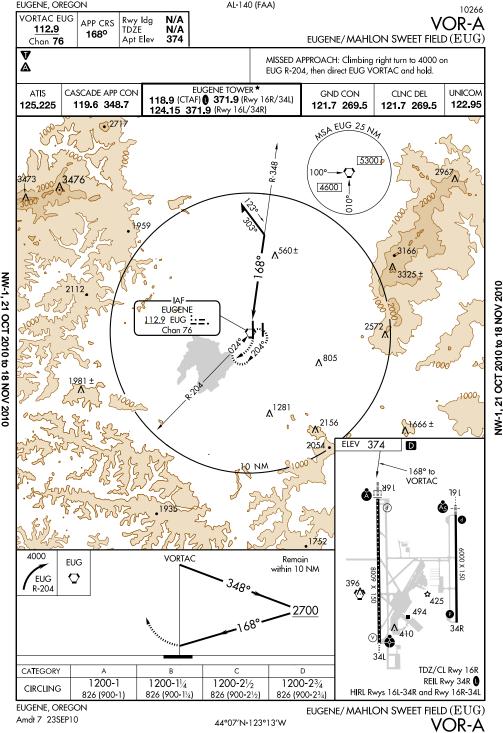


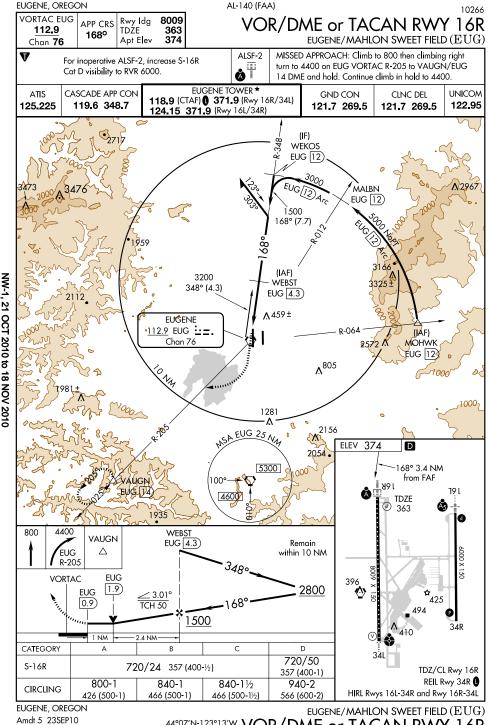


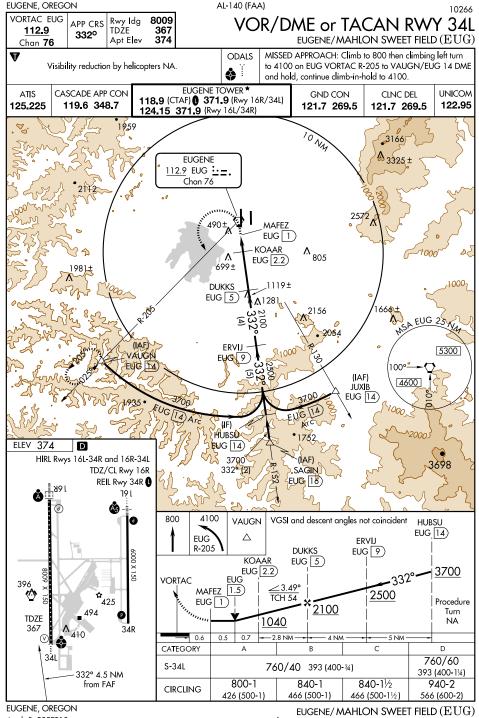
AL-140 (FAA)

44°07′N - 123°13′W (GPS) RWY 34R NW-1, 21 OCT 2010 to 18 NOV 2010

EUGENE, OREGON







Amdt 5 23SEP10

. Ν-1,

21 OCT 2010 to 18 NOV 2010

eugene/MAHLON SWEET FIELD (EUG) 44°07′N-123°13′W VOR/DME or TACAN RWY 34L

116 OREGON

GLENEDEN BEACH

SILETZ BAY STATE (S45) 1 SE UTC-8(-7DT) N44°52.62′ W124°01.71′

69 B TPA-1069(1000) NOTAM FILE MMV

RWY 17-35: H3300X60 (ASPH) S-11 MIRL

RWY 17: Trees. Rgt tfc. RWY 35: Brush.

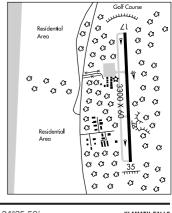
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 35 has 4-6 inch dip 800' from S end. MIRL Rwy 17-35 preset low

intensity: ACTIVATE higher intensity-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ONP.

NEWPORT (H) VORTACW 117.1 ONP Chan 118 N44°34.52'

W124°03.64' 345° 18.1 NM to fld. 150/19E.



GOLD BEACH MUNI (4S1)0 W UTC-8(-7DT) N42°24.92′ W124°25.50′ B S4 FUEL 100LL, JET A NOTAM FILE MMV

RWY 16-34: H3237X75 (ASPH) S = 12.5

RWY 16: REIL. Thid dspicd 90'. Road. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z‡. BE ALERT: Birds on and in the vicinity of arpt. ACTIVATE MIRL Rwy

16-34, REIL Rwy 16 and Rwy 34-CTAF. WEATHER DATA SOURCES: AWOS-3 118.15 (541) 247-2518.

COMMUNICATIONS: CTAF/UNICOM 122 8

RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77′ W124°14.44′ 329° 39.0 NM to fld. 54/19E.

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored

GRANT CO RGNL/OGILVIE FLD (See JOHN DAY)

GRANTS PASS (3\$8) 5 NW UTC-8(-7DT) N42°30.61' W123°23.28'

RWY 12-30: H4001X75 (ASPH) S-19 MIRL 0.8% up SE

RWY 12: REIL. Trees. RWY 30: REIL. VASI(V4R)-GA 4.25° TCH 55'. Trees.

AIRPORT REMARKS: Attended 1600-0100Z‡. 24 hr credit card fuel

avbl. VASI Rwy 30 not to be used for turbojet operations. Rwy 30

designated calm wind rwy. Rwy 12-30 has basic markings, plus aiming point markings. ACTIVATE VASI Rwy 30 and REIL Rwy 12 and Rwy 30-CTAF. MIRL Rwy 12-30 on continuously.

CASCADE APP/DEP CON 124.3 (1400-0700Z‡)

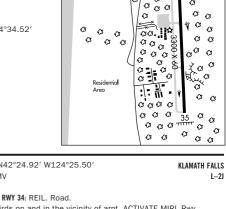
SEATTLE CENTER APP/DEP CON 121.4 (0700-1400Z‡)

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28.77' W122°54.78' 256° 21.2 NM to fld. 2083/19E.

FUEL 100LL, JET A TPA-2126(1000) NOTAM FILE MMV



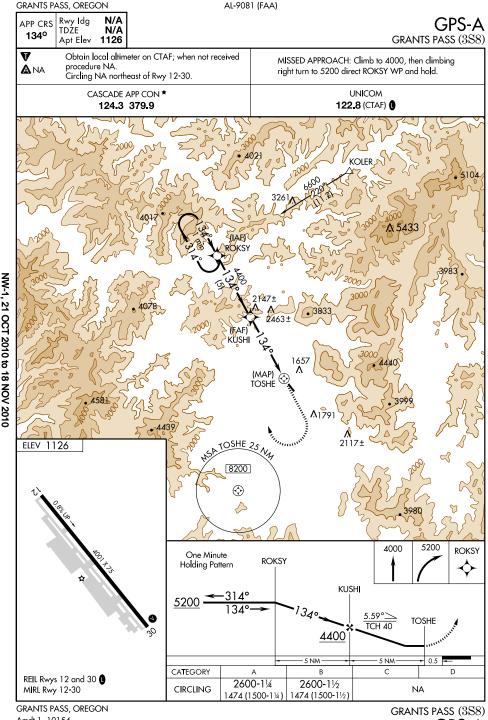
SEATTLE.

L-1B

KLAMATH FALLS

1-21 IAP

03 03 03 ദേദ ଫିଟ ଓ G G 03 03



Amdt 1 10154

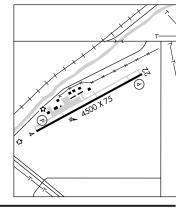
GPS-A

OREGON HERMISTON MUNI (HRI) 2 SE UTC-8(-7DT) N45°49.69′ W119°15.55′ 644 B S4 FUEL 100LL, JET A TPA-1444(800) NOTAM FILE HRI RWY 04-22: H4500X75 (ASPH) S-22 MIRI RWY 04: PAPI (P2L)-GA 3.0° TCH 36'. Tree. RWY 22: REIL. PAPI(P2L)-GA 3.5° TCH 37'. P-line. AIRPORT REMARKS: Attended Oct-Mar 1600-0100Z±, Apr-Sep 1600-0200Z‡. Parachute Jumping. ACTIVATE MIRL Rwy 04-22

and REIL Rwy 22-CTAF. PAPI Rwy 04 and Rwy 22 opr continuously. WEATHER DATA SOURCES: ASOS 135.225 (541) 567-8580. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) CHINOOK APP/DEP CON 133.15 (1400-0600Z±) **SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z‡)** RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.

PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91' W118°56.32' 280° 15.6 NM to fld. 1559/20E. HIWAS.



SEATTLE

L-13A

IAP

HILLSBORO

STARK'S TWIN OAKS AIRPARK (7S3) 4 S UTC-8(-7DT) N45°25.71′ W122°56.53′

S3 FUEL 100LL TPA-1110(940) NOTAM FILE MMV RWY 02-20: H2465X48 (ASPH) LIRL

RWY 02: Thid dspicd 100'. Tree. RWY 20: Trees.

manager 503-628-2056. COMMUNICATIONS: CTAF/UNICOM 123.05 PORTLAND CLNC DEL 119.95

HOBBY FLD (See CRESWELL)

HOOD RIVER

(4S2) 2 S UTC-8(-7DT) N45°40.36' W121°32.19'

KEN JERNSTEDT AIRFIELD

S4 FUEL 100LL TPA-1500(869) NOTAM FILE MMV RWY 07-25: H3040X75 (ASPH) S-23 LIRI

RWY N7. Tree RWY 25: REIL. Road. AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z‡, May-Oct 1600-0200Z±, Frequent vehicular tfc AER 07, Gliders and

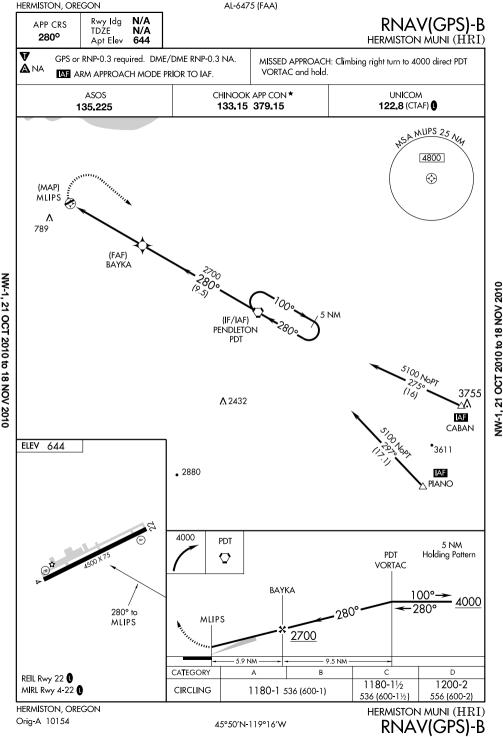
ultralights use right traffic for Rwys 07 and 25, ACTIVATE REIL Rwy 25-CTAF. Rwy 07-25 LIRL opr continuously. WEATHER DATA SOURCES: AWOS-3 134.375 (541) 386-2386.

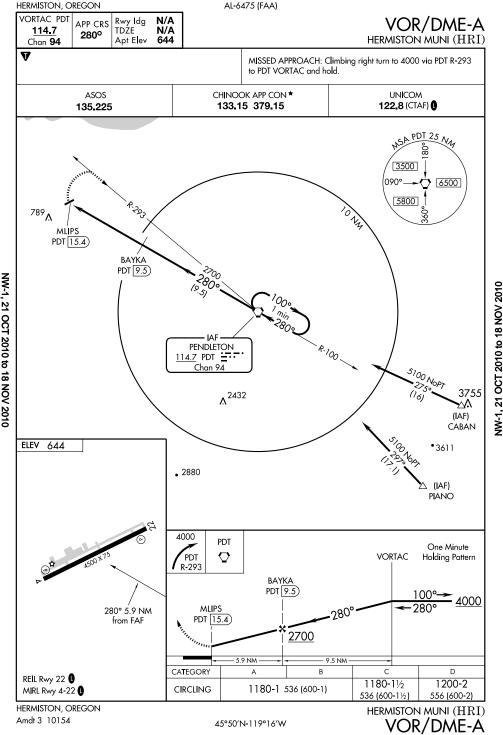
COMMUNICATIONS: CTAF/UNICOM 122 8 RADIO AIDS TO NAVIGATION: NOTAM FILE DLS.

KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81'

W121°06.05' 242° 18.5 NM to fld. 3220/21E. HIWAS.

SEATTLE AIRPORT REMARKS: Attended dawn-dusk, Rwy Igts opr 0200-0800Z‡, For LIRL Rwy 02-20 after 0800Z‡ PPR call arpt **SEATTLE** L-1C, 13A Drive-in Theater





OREGON 119

JOHN DAY

GRANT CO RGNL/OGILVIE FLD (GCD) 1 SW UTC-8(-7DT) N44°24.17′ W118°58.07′

RWY 09-27: H4471X60 (ASPH) S-12.5 RWY 27: Rgt tfc.

RWY 17-35: H5220X60 (ASPH)

RWY 17: REIL. PAPI(P4R)-GA 4.0° TCH 52'. MIRL 1.3% up E

S-12.5

MIRI

Chan 103 N44°38.90'

NOTAM FILE MMV.

0.5% up S

AIRPORT REMARKS: Attended Oct-May Mon-Sat 1600-0000Z‡, Jun-Sep

B FUEL 100LL JET A NOTAM FILE GCD

Mon-Fri 1500-0300Z‡. Self service fuel available after hours. Extensive helicopter activity during fire season Jul-Oct, Rwy 27

and Rwy 35 hold lines are marked in white outline only. Be aware of soft edges along rwys and twys. 8 foot game fence around arpt. Rwy 17-35 basic markings, plus aiming point marks. Twy lines and Rwy 17-35 centerline markings incomplete. Rwy 27 relocated thld and Rwy 27 not marked. Twy marked with reflectors. ACTIVATE MIRL Rwy 09-27, MIRL Rwy 17-35, REIL Rwy 17 and PAPI Rwv 17-CTAF. WEATHER DATA SOURCES: AWOS-3 118.375 (541) 575-1122.

COMMUNICATIONS: CTAF/UNICOM 122.8 SEATTLE CENTER APP/DEP CON 128.15. RADIO AIDS TO NAVIGATION: NOTAM FILE MMV

W119°42.70' 095° 35.2 NM to fld. 5220/20E. HIWAS. COMM/NAV/WEATHER REMARKS: CLNC DEL thru Flight Services 1-800-WX-BRIEF.

KIMBERLY (H) VORTACW 115.6 IMB

JOSEPH STATE (JSY) 1 W UTC-8(-7DT) N45°21.57′ W117°15.23′ 4121 В FUEL 100LL TPA-5121(1000) NOTAM FILE MMV RWY 15-33: H5200X60 (ASPH) S-12.5

RWY 15: REIL. PAPI(P2L)-GA 4.0° TCH 43'. Trees. RWY 33: P-line. AIRPORT REMARKS: Unattended. Use extreme CAUTION during South

tkfs due to possible hazardous downdrafts south of arpt under south wind conditions. Deer on arpt all hours. P-lines near Rwy 33 AER unmarked, Unicom unattended, ACTIVATE MIRL Rwy 15-33, PAPI and REIL Rwy 15-CTAF. WEATHER DATA SOURCES: AWOS-3 123.775 (541) 432-0458.

COMMUNICATIONS: CTAF/UNICOM 122.8 DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03' W116°12.38' 290° 57.0 NM to fld. 7333/19E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.

8 5220 X €

KLAMATH FALLS

H-1C, L-13A

IAP

03 - 03 C3 C3 ß G^G Log Yard ac 8 Lumber Mill

୍ଟ ଓ

3 3

KARPEN N46°08.37′ W123°35.24′. NOTAM FILE AST. NDB (MHW) 201 PEN

255° 12.2 NM to Astoria Rgnl. NDB unmonitored.

KEN JERNSTEDT AIRFIELD (See HOOD RIVER)

KIMBERLY N44°38.90′ W119°42.70′.

SFATTLE

SEATTLE H-1C, L-13B

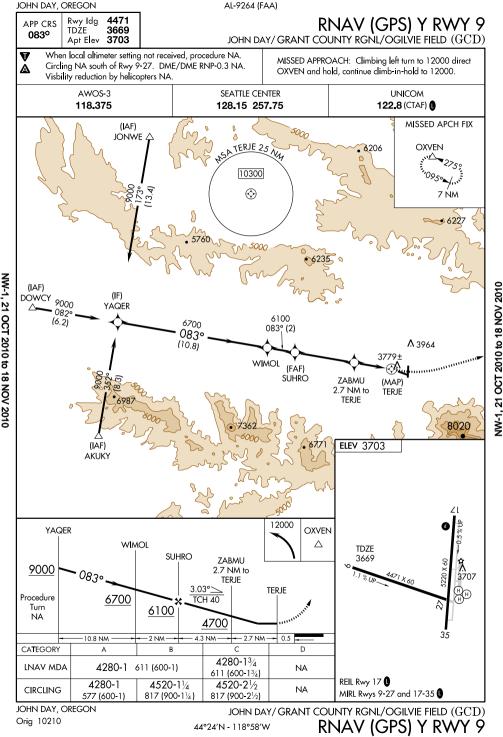
L-1C

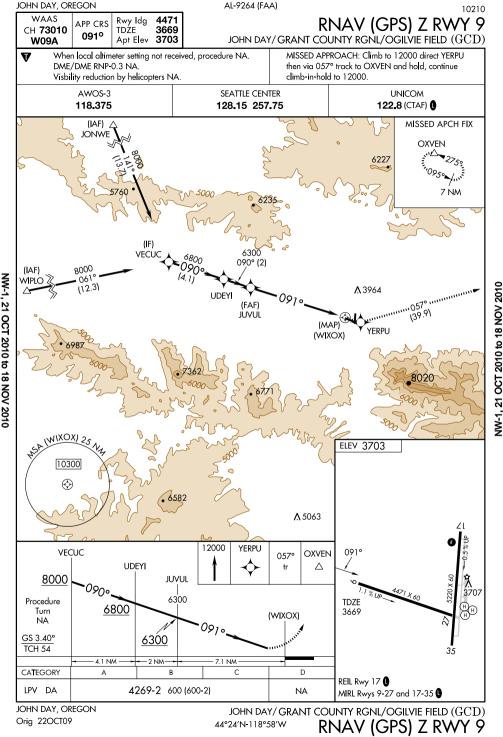
SEATTLE

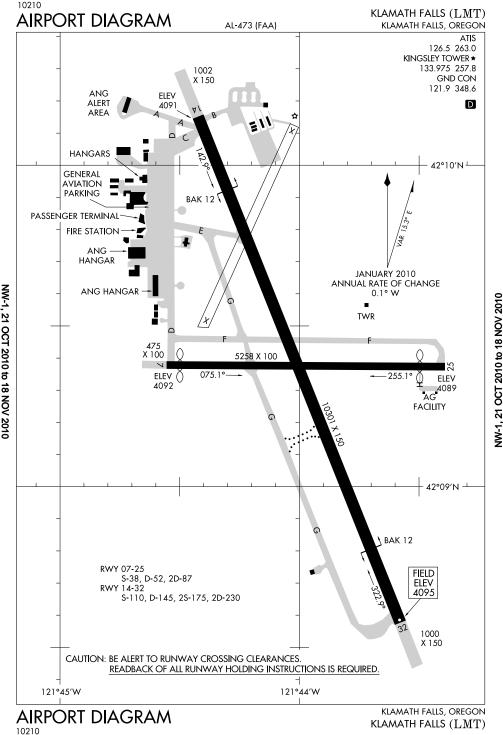
094° 35.3 NM to Grant Co Rgnl/Ogilvie Fld. 5220/20E. H-1C, L-13A

(H) VORTACW 115.6 IMB Chan 103 **2AWIH**

RCO 122 6 (MC MINNVILLE RADIO)







RWY 14-32: H10301X150 (ASPH-CONC-GRVD)

RWY 32: MALSR. VASI(V4L)-GA 3.0° TCH 50'. RWY 07-25: H5258X100 (ASPH-GRVD)

120 OREGON

RWY 14: MALSE, VASI(V4L)-GA 3.0° TCH 50', Tree.

KLAMATH FALLS (LMT) 4 SE UTC-8(-7DT) N42°09.37' W121°43.99' FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT 4095 B S4

S-38, D-52, 2D-87

UTC-8(-7DT)

FUEL 100LL, JET A NOTAM FILE LGD Not insp.

Chan 100

N44°50.44′

LDA-4439

LDA-4439

R SEATTLE CENTER APP/DEP CON 127.6

MIRI RWY 07: Thid dsplcd 307', Railroad.

RWY 25: REIL, PAPI(P4L)—GA 3.0° TCH 40', Thid depict 514'.

Fence

RUNWAY DECLARED DISTANCE INFORMATION RWY 07: TORA-5260 ASDA-4746 TODA-5260 RWY 25: TORA-5260 TODA-5260 ASDA-4953

ARRESTING GEAR/SYSTEM **RWY 14** ← HOOK BAK-12B(B) (1500') HOOK BAK-12B(B) (1500')→ RWY 32

AIRPORT REMARKS: Attended 1500-0600Z‡. For services after hours call fixed base operator at 541-882-4681. Flocks of large migratory waterfowl in vicinity Nov-May. When twr closed

ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14-32 and

MIRL Rwy 07-25 and twy lgts-CTAF, Rwy lgts have a 30 second warm up delay. WEATHER DATA SOURCES: ASOS (541) 883-8127, HIWAS 115.9 LMT.

COMMUNICATIONS: CTAF 133.975 ATIS 126.5 UNICOM 122.95

RCO 122.6 (MC MINNVILLE RADIO) (R) KINGSLEY APP/DEP CON 123.675 (Mon-Fri 1600-0000Z‡ exc weekends and holidays), other times ctc

TOWER 133.975 (1500-0600Z‡) **GND CON 121.9**

AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65' at fld. 4087/17E. HIWAS.

VOR portion unusable: 050°-060° byd 30 NM blo 12,000′

060°-120° bvd 25 NM blo 12.000' 170°-195° byd 20 NM

210°-245° bvd 25 NM blo 12.000' DME portion unusable: 105°-125° byd 7 NM blo 12,000'

153°-195° bvd 20 NM blo 11.000° 210°-305° byd 25 NM blo 10,500′

I-LMT Rwy 32.

ILS 109.5 LA GRANDE/UNION COUNTY (LGD) 4 SE

> R S4

RWY 12-30: H5600X100 (ASPH) S-65, D-90, 2S-114, 2D-130 RWY 12: PAPI(P2L). Road. RWY 30: REIL. PAPI(P2L)—GA 3.0°. RWY 16-34: H3876X60 (ASPH) S-45, D-60, 2D-100

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Thid dsplcd 486'. Road. AIRPORT REMARKS: Attended Dec-Mar 1600-0200Z‡, Apr-Nov

for aircraft over 12,500 pounds, Rwy 16-34 marked with reflectors. Twvs marked with blue reflectors. WEATHER DATA SOURCES: AWOS-3 135.075 (541) 963-6824.

1500-0300Z‡. For attendant 24 hours call 541-963-6714. Extensive Forest Service opr during summer months. Landing fee

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

BAKER CITY (H) VORW/DME 115.3 BKE

W117°48.47' 323° 28.3 NM to fld. 3380/20E. LGD N45°20.55' W117°57.76' 194° 3.7

NM to fld. NOTAM FILE LGD. Unusable 160°-190° beyond 15 NM and 290°-315° beyond 15 NM.

H-3B, L-21 S-110, D-145, 2S-175, 2D-230 IAP. AD 3 3 × X 100 0 Under Construction

KLAMATH FALLS

270°-280° byd 20 NM

320°-050° byd 30 NM

320°-125° bvd 20 NM

N45°17.41′ W118°00.43′

320°-050° bvd 23 NM blo 12.000'

320°-105° bvd 13 NM blo 13.000'

SEATTLE H-1C, L-13A ΙΔΡ

3876 y Industrial Park 34

KLAMATH FALLS, OREGON Amdt 5 10210

321° 6.6 NM

CIRCLING

885

(900-234)

NW-1, 21 OCT 2010 to 18 NOV 2010

(1000-3)KLAMATH FALLS (KINGSLEY FIELD)

965

(1700-3)

1605

KLAMATH FALLS, OREGON

769

885

(800-21/4)

(900-234)

4980-23/4

769

965

(800-21/2)

(1000-3)

5060-3

S-14

CIRCLING *

Amdt 3 10210

Ν -1,

21 OCT 2010 to 18 NOV 2010

1605

769

(800-23/)

(1700-3)

5700-3

HIRL Rwy 7-25 and 14-32 KLAMATH FALLS (KINGSLEY FIELD)

Rwy 7 ldg 4953'

REIL Rwy 25

Rwy 25 ldg 4746

HI-TACAN RWY 14

4182±

KLAMATH FALLS, OREGON

Amdt 4 10210

NW-1, 21 OCT 2010 to 18 NOV 2010

42° 09′N-121° 44′W

885

CIRCLING **

4980-23/

(900-2%)

4182±

328 ° to

KLAMATH FALLS (KINGSLEY FIELD) (KL

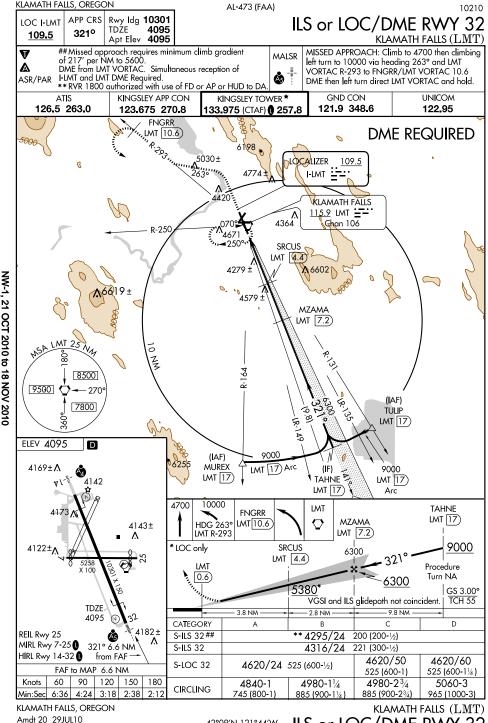
5060-3

(1000-3)

1605

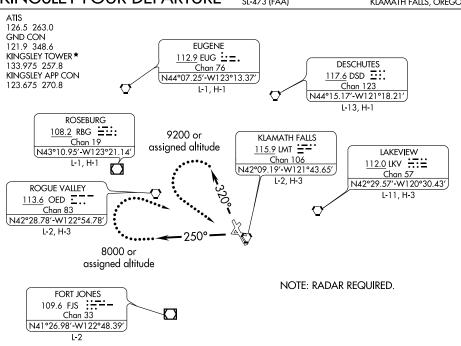
5700-3

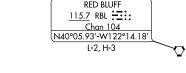
(1700-3)



ILS or LOC/DME RWY 32 42°09′N-121°44′W

KINGSLEY FOUR DEPARTURE





MUSTANG 117.9 FMG **∺≡**: Chan 126 N39°31.88′-W119°39.37 L-9, H-3

TAKE-OFF MINIMUMS

NW-1, 21 OCT 2010 to 18 NOV 2010

RWY 14: Standard with minimum climb of 380' per NM to 8600. RWY 25: Standard with minimum climb of 380' per NM to 8000. RWY 32: Standard with minimum climb of 350' per NM to 9200.

TAKE-OFF OBSTACLES NOTES

Rwy 14, Tree 3108' from DER, 1240' left of centerline, 100' AGL/4183' MSL. Rwy 25, Terrain and trees beginning 597' from DER, 420' left of centerline, up to 100' AGL/4499' MSL. Vehicles on road and railroad beginning 254' from DER, 127' left of centerline, up to 23' AGL/4113' MSL.

Rwy 32, multiple trees beginning 2625' from DER, 742' left of centerline, up to 100' AGL/4191' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

V

DEPARTURE ROUTE DESCRIPTION

SL-473 (FAA)

TAKE-OFF RUNWAY 14: Climb heading 140° CW 320° to 8600 or assigned altitude, thence

TAKE-OFF RUNWAY 25: Climb heading 250° to 8000 or assigned altitude,

TAKE-OFF RUNWAY 32: Climb heading 320° to 9200 or assigned altitude, thence

. via Radar vectors to assigned route.

LOST COMMUNICATIONS

(assigned route).

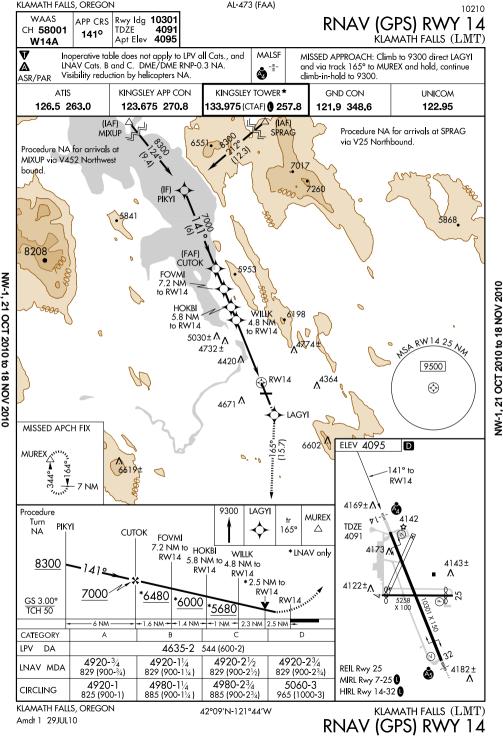
If not in contact with Seattle Center/Kingsley Approach Control after passing 10000' or assigned altitude: TAKE-OFF RUNWAY 14: Climbing right turn direct LMT VORTAC, thence via

(assigned route). TAKE-OFF RUNWAY 32: Climbing left turn direct LMT VORTAC, thence via

(assigned route). TAKE-OFF RUNWAY 25: Climbing right turn direct LMT VORTAC, thence via

NW-1, 21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010



10210 WAAS Rwy Idg 10301 RNAV (GPS) RWY 32 APP CRS CH 70702 TDŹE 4095 321° KLAMATH FALLS (LMT) Apt Elev 4095 W32A V For uncompensated Baro-VNAV systems, LNAV/VNAV NA MALSR MISSED APPROACH: Climb to 8600 direct below -23°C (-9°F) or above 41°C (105°F). DME/DME Δ 🚓 -‡-YUPUS and via track 249° to FEXAV and RNP-0.3 NA. For inoperative MALSR increase LPV visibility ASR/PAR via track 1.59° to LEESR and hold. all Cats. to RVR 5000. KINGSLEY APP CON KINGSLEY TOWER* ATIS GND CON UNICOM 126.5 263.0 123.675 270.8 133.975 (CTAF) 0 257.8 121.9 348.6 122.95 ∧ 5030± 8 RW32 25 NA YUPUS X774 **FEXAV**249°..... 9500 4420 ∧ ⁴³⁶⁴ \bigcirc ⁴⁶⁷¹∧ 4183± SRCUS RW32 3.8 NM to RW32 4279 ± 6602 ¥739\± Λ (FAF) MZAMA 7 NM 8600 1040 8300 2615 (IAF) (3.6)8300 TULIP (IF) δÃ5° ZOOMI (6.4) (IAF) **ELEV 4095** D **MUREX** Procedure NA for arrivals at MUREX via V25 Southbound, and at TULIP via V452 Southeast bound. 4169±Λ 8600 YUPUS **FEXAV** LEESR VGSI and RNAV Procedure tr alidepath not coincident. Turn 249° 159° NA MZAMA * LNAV only 4173 **SRCUS** 4143± 3.8 NM to 8300 *1.8 NM to RW32 4122±∧ RW32 RW32 5258 X 100 GS 3.00° 6300 *5360 TCH 55 **TDZE** 1.8 NM 2 NM 2.8 NM 7 8 NM 4095 CATEGORY В D IPV 4387/24 292 (300-1/2) DA 4182± LNAV/ DA 4674-11/2 579 (600-11/2) VNAV 4720/60 4720-11/2 4720/24 625 (700-1/2) REIL Rwy 25 LNAV MDA 625 (700-11/4) 625 (700-11/2) 321° to MIRL Rwy 7-25 1 4980-23/4 4840-1 4980-11/4 5060-3 **RW32** CIRCLING HIRL Rwy 14-32 1 745 (800-1) 885 (900-11/4) 885 (900-23/4) 965 (1000-3) KLAMATH FALLS, OREGON 42°09′N-121°44′W KLAMATH FALLS (LMT) Orig 29JUL10 RNAV (GPS) RW

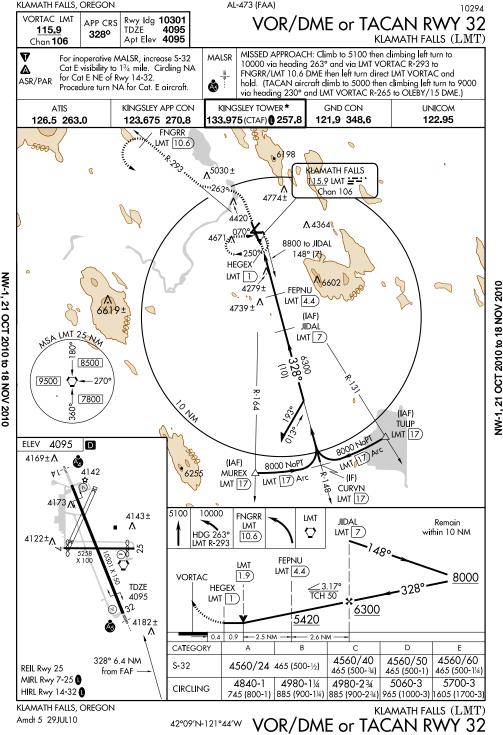
WW-1, 21 OCT 2010 to 18 NOV 2010

AL-473 (FAA)

KLAMATH FALLS, OREGON

KLAMATH FALLS, OREGON AL-473 (FAA) 10266 VORTAC LMT Rwy Idg 10301 VOR/DME or TACAN RWY 14 APP CRS 115.9 TDŹE 4091 1340 Apt Elev 4095 KLAMATH FALLS (LMT) Chan 106 MISSED APPROACH: Climb to 5000 then climbing V Circling NA for Cat E NE of Rwy 14-32. MALSF right turn to 9400 via heading 180° and LMT VORTAC A ***** Inoperative table does not apply to Cats B and C. R-164 to MUREX/LMT 17 DME and hold, continue Visibility reduction by helicopters NA. ASR/PAR climb-in-hold to 9400, or as directed by ATC ATIS **GND CON** KINGSLEY APP CON KINGSLEY TOWER* UNICOM 126.5 263.0 123.675 270.8 133.975 (CTAF) 🛈 257.8 121.9 348.6 122,95 8036 (IAF) SA LMT 25 M 9500 MIXUP 134° (5) 684 LMT 20 (IF) 8500 MUPEE 655 9500 -270 LMT 20 NECIE 7800 LMT 20 M 20 Arc 5841 КОТТА LMT 13.4 8208 5953 Procedure NA for arrivals at LMT VORTAC via air way EYOWO radials 314 CW 351. TWI 8.8 1300 ZAPUL 30, LMT 5.5 6198 CLEET 8 IAF 5030± LMT 4.4 KLAMATH FALLS (IAF) 6542 J 15.9 LMT 🖹 MAFEG TÉIFE Chan 106 LMT 1.5 MT 20 MISSED 11<u>5.9</u> LMT **APCH** Chan 106 4364 4671 **∧** FIX **ELEV 4095** D **MUREX** 800,,,,, LMT 17 4169± Λ 134° 7.4 NM 6602 from FAF 4142 TDZE 16619± 4091 4173 9400 MUREX 5000 VGSI and descent angles not coincident. 4143± MUPEE Λ Δ LMT (20) **KOTTA** 4122±∧ **EYOWO** hdg 180° LMT 13.4 ZAPUL LMT [17] LMT (8.6) LMT R-164 LMT [5.5] 5258 X 100 9500 - 1340 **VORTAC** CLEET <u>3.3</u>7° LMT (4.4) LMT TCH 50 7800 3.4) MAFEG Procedure 6800 LMT [1.5] Turn NA 5700 5300 ₹4182± 6.6 NM -3.1 NM 1.1 NM CATEGORY 4860-3/4 4860-21/4 4860-11/4 4860-21/2 4860-23/4 REIL Rwy 25 S-14 769 (800-¾) |769 (800-1¼)|769 (800-2¼)|769 (800-2½)|769 (800-2¾) MIRL Rwy 7-25 1 4980-23/4 5060-3 5700-3 4880-1 4980-1¼ CIRCLING HIRL Rwy 14-32 1 785 (800-1) 885 (900-11/4) 885 (900-23/4) 965 (1000-3) 1605 (1700-3) KLAMATH FALLS, OREGON 42°09′N-121°44′W KLAMATH FALLS (LMT) Amdt 5A 23SEP10 VOR/DME or TACAN RWY

WW-1, 21 OCT 2010 to 18 NOV 2010



120

RWY 32: MALSR. VASI(V4L)-GA 3.0° TCH 50'. RWY 07-25: H5258X100 (ASPH-GRVD)

4095 B S4 RWY 14-32: H10301X150 (ASPH-CONC-GRVD) S-110, D-145, 2S-175, 2D-230 RWY 14: MALSE, VASI(V4L)-GA 3.0° TCH 50', Tree.

4 SE UTC-8(-7DT) N42°09.37' W121°43.99'

S-38, D-52, 2D-87

ASDA-4746

ASDA-4953

UTC-8(-7DT)

FUEL 100LL, JET A NOTAM FILE LGD Not insp.

Chan 100

N44°50.44′

LDA-4439

LDA-4439

RWY 25: REIL, PAPI(P4L)—GA 3.0° TCH 40', Thid depict 514'. Fence

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: Thid dsplcd 307', Railroad.

(LMT)

RWY 07: TORA-5260 TODA-5260

KLAMATH FALLS

MIRI

RWY 25: TORA-5260 TODA-5260

ARRESTING GEAR/SYSTEM **RWY 14** ← HOOK BAK-12B(B) (1500')

HOOK BAK-12B(B) (1500')→ RWY 32 AIRPORT REMARKS: Attended 1500-0600Z‡. For services after hours

ACTIVATE MALSF Rwy 14, MALSR Rwy 32, HIRL Rwy 14-32 and MIRL Rwy 07-25 and twy lgts-CTAF, Rwy lgts have a 30 second warm up delay.

call fixed base operator at 541-882-4681. Flocks of large migratory waterfowl in vicinity Nov-May. When twr closed

WEATHER DATA SOURCES: ASOS (541) 883-8127, HIWAS 115.9 LMT. COMMUNICATIONS: CTAF 133.975 ATIS 126.5 UNICOM 122.95

RCO 122.6 (MC MINNVILLE RADIO)

(R) KINGSLEY APP/DEP CON 123.675 (Mon-Fri 1600-0000Z‡ exc weekends and holidays), other times ctc R SEATTLE CENTER APP/DEP CON 127.6 **GND CON 121.9**

TOWER 133.975 (1500-0600Z‡) AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

(H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65' at fld. 4087/17E. HIWAS. VOR portion unusable:

050°-060° byd 30 NM blo 12,000′

060°-120° bvd 25 NM blo 12.000' 170°-195° byd 20 NM 210°-245° bvd 25 NM blo 12.000'

DME portion unusable: 105°-125° byd 7 NM blo 12,000'

153°-195° bvd 20 NM blo 11.000° 210°-305° byd 25 NM blo 10,500'

I-LMT Rwy 32.

ILS 109.5 LA GRANDE/UNION COUNTY (LGD) 4 SE

> R S4

RWY 12-30: H5600X100 (ASPH) S-65, D-90, 2S-114, 2D-130 RWY 12: PAPI(P2L). Road. RWY 30: REIL. PAPI(P2L)—GA 3.0°.

RWY 16-34: H3876X60 (ASPH) S-45, D-60, 2D-100 RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Thid dsplcd 486'. Road. AIRPORT REMARKS: Attended Dec-Mar 1600-0200Z‡, Apr-Nov

for aircraft over 12,500 pounds, Rwy 16-34 marked with reflectors. Twvs marked with blue reflectors. WEATHER DATA SOURCES: AWOS-3 135.075 (541) 963-6824.

1500-0300Z‡. For attendant 24 hours call 541-963-6714. Extensive Forest Service opr during summer months. Landing fee

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 132.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BKE.

BAKER CITY (H) VORW/DME 115.3 BKE

W117°48.47' 323° 28.3 NM to fld. 3380/20E. LGD N45°20.55' W117°57.76' 194° 3.7

NM to fld. NOTAM FILE LGD. Unusable 160°-190° beyond 15 NM and 290°-315° beyond 15 NM.

FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE LMT H-3B, L-21 IAP. AD 3 3 × X 100 0 Under Construction

KLAMATH FALLS

270°-280° byd 20 NM

320°-050° byd 30 NM

320°-125° bvd 20 NM

N45°17.41′ W118°00.43′

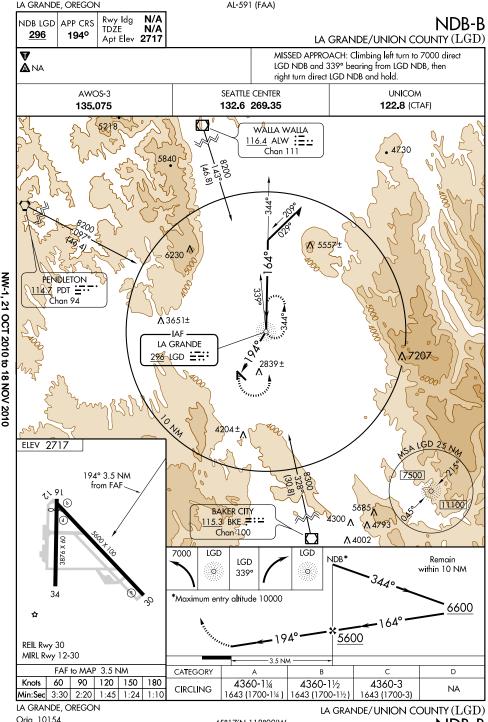
320°-050° bvd 23 NM blo 12.000'

320°-105° bvd 13 NM blo 13.000'

SEATTLE H-1C, L-13A

ΙΔΡ

3876 y Industrial Park 34



Orig 10154

NDB-B

W16A

AL-591 (FAA) 10182

LA GRANDE/UNION COUNTY (LGD)

RNAV (GPS) RWY 16

V DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 9000 direct HIPVO and via **A** NA 139° track to NUDEQ and hold, continue climb-in-hold to 9000. If local altimeter setting not received procedure NA.

AWOS-3 SEATTLE CENTER UNICOM 135,075 132.6 269.35 122.8 (CTAF) Procedure NA for arrivals at TOLGA 1000 via V357 northwest, and arrivals at 2210 ATOKE via V182 northeast bound. RW16 25 Ny USOWE 10900 6400 , 163° (4) **EGHEB** 5840 4800 **163°** (10) NW-1, 21 OCT 2010 to 18 NOV 2010 (FAF) LIPMY 2869± ₹3651± LPV-Fly visual, 7933 163°-4.5 NM

RW16 MISSED APCH FIX ELEV 2717 NUDEQ 163° to RW16 9000 NUDEQ **USOWE** ر/ 91 *LNAV only TDZE 139° 3 2717 tr Δ **EGHEB** LIPMY LPV, Fly visual *5.3 NM to .163° 163° 4.5 NM RW16 RW16 6400 4800 5.3 NM 1 NM 10 NM 4 NM 34 CATEGORY C R

LPV

LNAV

LNAV MDA

CIRCLING

DA

DA VNAV

MIRL Rwy 12-30 LA GRANDE, OREGON

REIL Rwy 30

☆

LA GRANDE/UNION COUNTY (LGD) RNAV (GPS) RWY 16

Orig-A 01JUL10

4176-2

4440-11/4

1723 (1800-11/4)

4440-11/4

1723 (1800-11/4)

1459 (1500-2)

4440-11/2

1723 (1800-1½)

4440-11/2

1723 (1800-11/2)

NA

8 NM

Procedure

Turn NA

GS 3.00°

TCH 35

D

4176-3 1459 (1500-3)

4440-3 1723 (1800-3)

4440-3 1723 (1800-3)

7000

45°17′N-118°00′W

HIWAS.

N43°34.99' W124°10.82'

MIRL

121

SFATTLE

KLAMATH FALLS

KLAMATH FALLS

KLAMATH FALLS

KLAMATH FALLS

L-1B

91

H-3B. L-11A

IAP

H-3B, L-11A

L-1C

COMMUNICATIONS: CTAF 122.9 **LAKEVIEW** N42°29.57′ W120°30.43′

RCO 122.3 (MC MINNVILLE RADIO)

TPA-1020(1000)

RWY 15-33: 2150X100 (TURE) RWY 15: Trees

NDB (MHW) 332 LBH

LAKE CO

IAKFVIFW LAKE CO

LAKE BILLY CHINOOK STATE (See CULVER)

LAKESIDE STATE (9S3) O NW UTC-8(-7DT)

NOTAM FILE PDX

NOTAM FILE LKV.

277° 6.4 NM to Portland Intl.

NOTAM FILE MMV

AIRPORT REMARKS: Unattended, Rwv 15-33 rwv ends marked with white mats.

(H) VORTACW 112.0 LKV Chan 57 147° 20.5 NM to Lake Co. 7460/19E.

(LKV) 3 SW UTC-8(-7DT) N42°09.67' W120°23.95'

B FUEL 100LL, JET A TPA-5733(1000) NOTAM FILE LKV

RWY 33: Trees

(See LAKEVIEW) LAKER N45°32.46′ W122°27.74′.

> 1500-0100Z‡. Flocks of large waterfowl in vicinity Nov-May. Extensive airtanker ops in fire season. Possible glider ops on twv. Twy NE-SW used for strong cross wind ldg. Tetrahedron Igtng inoperative, Rwv 16 thld lgts, Rwv 16-34 edge lgts and Twv B edge reflectors obscured by vegetation, ACTIVATE MIRL Rwy

LAKEVIEW RCO 122.3 (MC MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 127.6 RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.

RWY 34: REIL, VASI(V4R)-GA 3.0° TCH 55'. AIRPORT REMARKS: Attended Apr-Sep 1700-0000Z±. Oct-Mar

RWY 16: VASI(V4L)-GA 3.0° TCH 55'.

RWY 16-34: H5306X100 (ASPH) S-74, D-86, 2S-109

16-34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34-CTAF. WEATHER DATA SOURCES: AWOS-3 135.525 (541) 947-5069.

LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 W120°30.43' 147° 20.5 NM to fld. 7460/19E.

SEATTLE RWY 34: PAPI(P2L)—GA 3.5°TCH 40'. Thid dspicd 387'. Brush.

(See FLORENCE) LEBANON STATE (S3Ø) 1 SW UTC-8(-7DT) N44°31.79′ W122°55.77′ 344 B S4 FUEL 100LL, MOGAS TPA-1344(1000) NOTAM STATE MMV.

RWY 16-34: H2877X60 (ASPH)

RWY 16: PAPI(P2L)-GA 3.0°TCH 40'. Tree.

HIWAS 112 O LKV COMMUNICATIONS: CTAF/UNICOM 122.8

HIWAS.

LAKE WOAHINK SPB

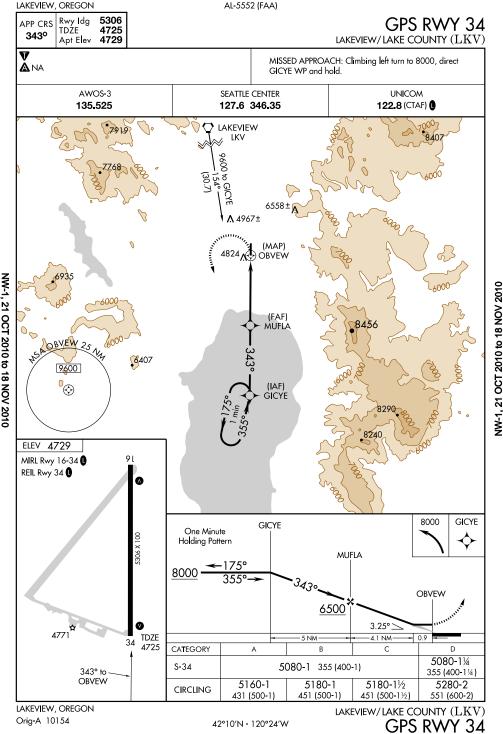
AIRPORT REMARKS: Attended continuously. Acft departing Rwy 34 make 10° left turn after takeoff as soon as safety

permits. Rwy 16-34 twy markings NSTD, marked with reflectors. COMMUNICATIONS: CTAF/UNICOM 122.8

LENHARDT AIRPARK (See HUBBARD)

LEWISBURG N44°36.82′ W123°16.24′.

NOTAM FILE CVO. NDB (MHW) 225 LWG 169° 7.0 NM to Corvallis Muni.



LAKEVIEW, OREGON AL-5552 (FAA) 10154 VORTAC LKV Rwy Idg VOR/DME-A LAKEVIEW/LAKE COUNTY (LKV) N/A APP CRS N/A 4733 112,0 1470 Apt Elev Chan **57** V MISSED APPROACH: Climb to 6200 then climbing A right turn to 9200 direct LKV VORTAC and hold. AWOS-3 SEATTLE CENTER UNICOM 135,525 127.6 346.35 122.8 (CTAF) (7234 8134 IAF LAKEVIEW MSA LKV 25 Ny 1<u>12.0</u> LKV **∷∷** <u>∺</u> Chan 57 9600 7270 7834 8.7 LKV 12.7 7700 (1.3) LKV 14) **∆**5219± 6558±∧ ^{4967±}Λ ELEV 4733 5479± ^\ MIRL Rwy 16-34 (REIL Rwy 34 0 0 8456 6200 9200 LKV LKV 8.7 5306 X 100 \Diamond LKV 12.7 LKV 8800 14) 1470 LKV 8000 19.6 Procedure 7700 Turn NA 4.53°≥ TCH 55 -1.3 NM-5.6 NM -4 NM 4771 CATEGORY 34 Α В 5600-1 5600-11/4 5600-21/2 5600-23/4 CIRCLING 867 (900-11/4) 867 (900-21/2) 867 (900-234) 867 (900-1)

LAKEVIEW, OREGON Orig 22OCT09

NW-1, 21 OCT 2010 to 18 NOV 2010

LAKEVIEW/ LAKE COUNTY (LKV)

122 OREGON LEXINGTON (9S9) 1 N UTC-8(-7DT) N45°27.25' W119°41.42'

1634 B FUEL 100LL TPA-2634(1000) NOTAM FILE MMV RWY 08-26: H4155X75 (ASPH) S-12.5 MIRL 1.3% up E RWY 08: VASI(V2L)-GA 3.0° TCH 44'. Fence. RWY 26: VASI(V2L)-GA 3.5° TCH 59'. AIRPORT REMARKS: Unattended, Fuel 24 hours credit card syc avbl. Rwy 08-26 200' gravel E end, ACTIVATE MIRL Rwv 08-26-CTAF. WEATHER DATA SOURCES: AWOS-3 134.475 (541) 989-8557. COMMUNICATIONS: CTAF 122.9

```
R SEATTLE CENTER APP/DEP CON 132.6
  RADIO AIDS TO NAVIGATION: NOTAM FILE PDT
    PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91'
      W118°56.32' 225° 34.9 NM to fld. 1559/20E.
      HIWAS.
MADRAS MUNI (S33)
                      3 NW UTC-8(-7DT) N44°40.21' W121°09.31'
                                                                                               SEATTLE.
         B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MMV
                                                                                            H-1B. L-13A
  RWY 16-34: H5089X75 (ASPH)
                            S-75, D-120, 2D-180 MIRL
    RWY 34: VASI(V4L)-GA 3.0°.
```

RWY 04-22: H2701X50 (ASPH) S-16 0.3% up NE RWY 04: P-line. RWY 22: Road.

AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z‡, May-Oct 1600-0200Z‡. Rwy 04-22 marked with white reflectors, Rwv 16-34 blue reflectors on twys, ACTIVATE MIRL Rwv 16-34 and VASI Rwv 34-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 SEATTLE CENTER APP/DEP CON 128.15 RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

4101/18E. HIWAS. MAHLON SWEET FLD (See EUGENE)

NOTAM FILE MMV RWY 14-32: 2800X30 (TURF-GRVL)

MALIN (4S7) 1 SE UTC-8(-7DT) N42°00.06' W121°23.78'

COMMUNICATIONS: CTAF 122.9

22 TPA-1022(1000)

RWY 15-33: H2350X50 (ASPH) RWY 15: Trees

AIRPORT REMARKS: Unattended COMMUNICATIONS: CTAF 122 9

RWY 14: P-line.

NEHALEM BAY STATE

4052

MANZANITA

RWY 32: Road.

14-32 west half full length is TURF; east half full length is GRVL.

NOTAM FILE MMV

AIRPORT REMARKS: Unattended. Rwy 14-32 south 2500'. 3' irrigation sprinklers located along western edge. Rwy

(3S7) 2 S UTC-8(-7DT) N45°41.89' W123°55.79'

RWY 33: Deer and water fowl invof arpt. Unpaved twy and ramp.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17' W121°18.21' 356° 25.8 NM to fld.

KLAMATH FALLS

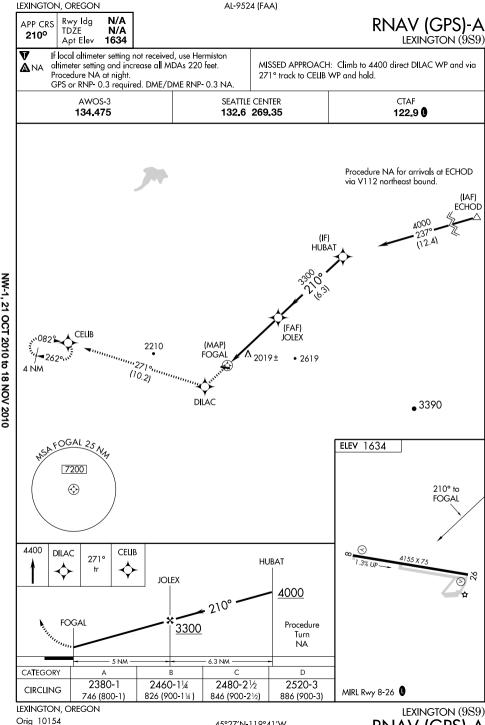
SEATTLE

IAP

SEATTLE

I-13A

ΙΔΡ



RNAV (GPS)-A

NW-1, 21 OCT 2010 to 18 NOV 2010

45°27'N-119°41'W RNAV (GPS) RWY 8

122 OREGON LEXINGTON (9S9) 1 N UTC-8(-7DT) N45°27.25' W119°41.42'

1634 B FUEL 100LL TPA-2634(1000) NOTAM FILE MMV RWY 08-26: H4155X75 (ASPH) S-12.5 MIRL 1.3% up E RWY 08: VASI(V2L)-GA 3.0° TCH 44'. Fence. RWY 26: VASI(V2L)-GA 3.5° TCH 59'. AIRPORT REMARKS: Unattended, Fuel 24 hours credit card syc avbl. Rwy 08-26 200' gravel E end, ACTIVATE MIRL Rwv 08-26-CTAF. WEATHER DATA SOURCES: AWOS-3 134.475 (541) 989-8557. COMMUNICATIONS: CTAF 122.9

```
R SEATTLE CENTER APP/DEP CON 132.6
  RADIO AIDS TO NAVIGATION: NOTAM FILE PDT
    PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91'
      W118°56.32' 225° 34.9 NM to fld. 1559/20E.
      HIWAS.
MADRAS MUNI (S33)
                      3 NW UTC-8(-7DT) N44°40.21' W121°09.31'
                                                                                               SEATTLE.
         B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE MMV
                                                                                            H-1B. L-13A
  RWY 16-34: H5089X75 (ASPH)
                            S-75, D-120, 2D-180 MIRL
    RWY 34: VASI(V4L)-GA 3.0°.
```

RWY 04-22: H2701X50 (ASPH) S-16 0.3% up NE RWY 04: P-line. RWY 22: Road.

AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z‡, May-Oct 1600-0200Z‡. Rwy 04-22 marked with white reflectors, Rwv 16-34 blue reflectors on twys, ACTIVATE MIRL Rwv 16-34 and VASI Rwv 34-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 SEATTLE CENTER APP/DEP CON 128.15 RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

4101/18E. HIWAS. MAHLON SWEET FLD (See EUGENE)

NOTAM FILE MMV RWY 14-32: 2800X30 (TURF-GRVL)

MALIN (4S7) 1 SE UTC-8(-7DT) N42°00.06' W121°23.78'

COMMUNICATIONS: CTAF 122.9

22 TPA-1022(1000)

RWY 15-33: H2350X50 (ASPH) RWY 15: Trees

AIRPORT REMARKS: Unattended COMMUNICATIONS: CTAF 122 9

RWY 14: P-line.

NEHALEM BAY STATE

4052

MANZANITA

RWY 32: Road.

14-32 west half full length is TURF; east half full length is GRVL.

NOTAM FILE MMV

AIRPORT REMARKS: Unattended. Rwy 14-32 south 2500'. 3' irrigation sprinklers located along western edge. Rwy

(3S7) 2 S UTC-8(-7DT) N45°41.89' W123°55.79'

RWY 33: Deer and water fowl invof arpt. Unpaved twy and ramp.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17' W121°18.21' 356° 25.8 NM to fld.

KLAMATH FALLS

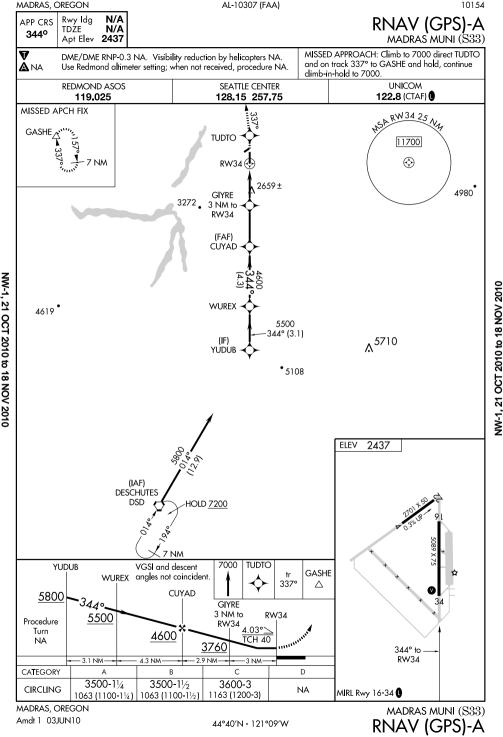
SEATTLE

IAP

SEATTLE

I-13A

ΙΔΡ



OREGON MC DERMITT STATE (26U)

0 W

TPA-5478(1000) NOTAM FILE MMV

AIRPORT REMARKS: Unattended. P-lines South and East. Vegetation

S-12.5

UTC-8(-7DT)

LIRI

4478

В RWY 16-34: H5900X60 (ASPH)

NDB (MHW) 204

growing in primary sfc. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE REO. ROME (H) VORTACW 112.5 REO Chan 72 N42°35.43' W117°52.09' 151° 35.9 NM to fld. 4050/19E. RMD N42°00.69' W117°43.26' at fld.

slopes up to the east. Expect significant turbulence and downdrafts near rwy. Rwy 06-24 rough on east half. Land east-tkf west. Rwy 06 thld marked with white mats. Rwy edges marked with white panel markers.

UBG Chan 121 N45°21.19' W122°58.69'

N42°00.13' W117°43.39'

MC KENZIE BRIDGE STATE (ØØS) 3 E UTC-8(-7DT) 1620 TPA-2620(1000) NOTAM FILE MMV

NOTAM FILE MMV. VFR only.

N44°10.89' W122°05.13'

KLAMATH FALLS

Dirt Track

Residential

KLAMATH FALLS

SEATTLE

IAP

H-1B, L-1B

H-3C, L-11B

RWY 06-24: 2600X90 (TURF) RWY 06: Trees. RWY 24: Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt year round. Owner advises ctc with Oregon Dept of Aviation 503-378-4880 prior to use. Irregular winter maintenance. Rwy CLOSED when covered in snow. Rwy 6-24

S4

RWY 04-22: H5420X150 (ASPH)

COMMUNICATIONS: CTAF 122.9 MC MINNVILLE MUNI (MMV) 3 SE UTC-8(-7DT) N45°11.67' W123°08.16'

OX 1

Class 1A.

NOTAM FILE MER

S-40, D-50, 2D-80

FUEL 100LL, JET A

RWY 04: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Trees.

RWY 22: MALSR. PAPI(P4L)-GA 3.0° TCH 55'. Trees.

NOTAM FILE MMV

€3 œ. G G G 1340) Ø G G (3

RWY 17-35: H4340X75 (ASPH) S-40, D-50, 2D-80 RWY 17: Tree. AIRPORT REMARKS: Attended 1600Z‡-dusk. Fuel 24 hour credit card svc avbl. For fuel dusk-dawn contact fixed-base operator 503-472-0558. Military helicopter and parachute ops in area.

Scheduled by notam. High pressure bulk oxygen avbl Mon-Sat. Glider ops Rwy 17-35 and within 8 NM blo 8000' during dalgt

hours Feb-Nov. Evergreen Intl Aviation may be contacted on frequency 122.75. ACTIVATE MALSR Rwy 22, REIL Rwy 04, and HIRL Rwy 04-22-CTAF. WEATHER DATA SOURCES: ASOS 135.675 (503) 434-9153.

RCO 122.45 (MC MINNVILLE RADIO) R PORTLAND APP/DEP CON 126.0 (North) SEATTLE CENTER APP/DEP CON 125.8 (South)

COMMUNICATIONS: CTAF/UNICOM 123.0

CLNC DEL 118.35

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV. NEWBERG (H) VORW/DME 117.4

ILS 110.9 I-MMV Rwy 22. MCNARY FLD (See SALEM)

HIWAS.

MEDFORD N42°23 50′ W122°52 73′

RCO 122 65 (MC MINNVILLE RADIO)

KLAMATH FALLS

L-21

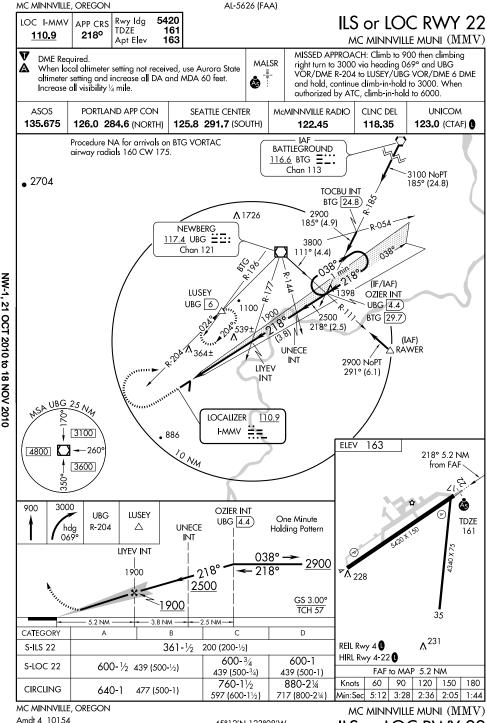
€3

35

194° 11.6 NM to fld. 1440/21E.

NDB (MHW) 356 MEF 148° 1.1 NM to fld. LOM unusable 220°-240° beyond 15 NM.

€3



MC MINNVILLE, OREGON

RNAV (GPS) RWY 4

MC MINNVILLE MUNI (MMV)

NW-1, 21 OCT 2010 to 18 NOV 2010

۲۱،۶

4340 X 75

35

^²³¹

V DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climbing left turn to 4900 direct When local altimeter setting not received, use Aurora State altimeter A PUCIV and hold, continue climb-in-hold to 4900. setting and increase all MDA 60 feet and all visibility 1/2 mile. PORTLAND APP CON **ASOS** SEATTLE CENTER McMINNVILLE RADIO CLNC DEL UNICOM 135.675 126.0 284.6 (NORTH) 125.8 291.7 (SOUTH) 122.45 118.35 123.0 (CTAF) 0 . 3424 Procedure NA for arrivals at UBG VOR/DME via V495 northbound Λ 2953 **NEWBERG** UBG . 2860 1500 15 100°CM ¹³⁹⁸ ∧ • 1100 . 3120 _ 2660 **∧** 364 ± (MAP) NW-1, 21 OCT 2010 to 18 NOV 2010 VESYU 🔊 (FAF) JODV . 886 NESYU 25 NA RIGOE 3400 4800 **(** (5) 5 NM (IF/IAF) 03₈₈. **PUCIV** 4900 NoPT **ELEV** 163 004° (4.1)

1289 A

PUCIV

TDZE 161

Λ̈́ ₂₂₈

REIL Rwy 4 0

HIRL Rwy 4-22 (1)

4900

VESYU

0.5

880-21/4

717 (800-21/4)

JODVI

760-11/2

597 (600-11/2)

1900

5 NM

3.04° \(\) TCH 40

4 8 NM

580-11/4 419 (500-11/4)

MC MINNVILLE, OREGON

3589

4900

CATEGORY

LNAV MDA

CIRCLING

5 NM

Holding Pattern

Orig 10154 45°12′N-123°08′W

,0 NoP1 328° (18.1)

0ვგ.

5 NM

580-1 419 (500-1)

640-1 477 (500-1)

3400

В

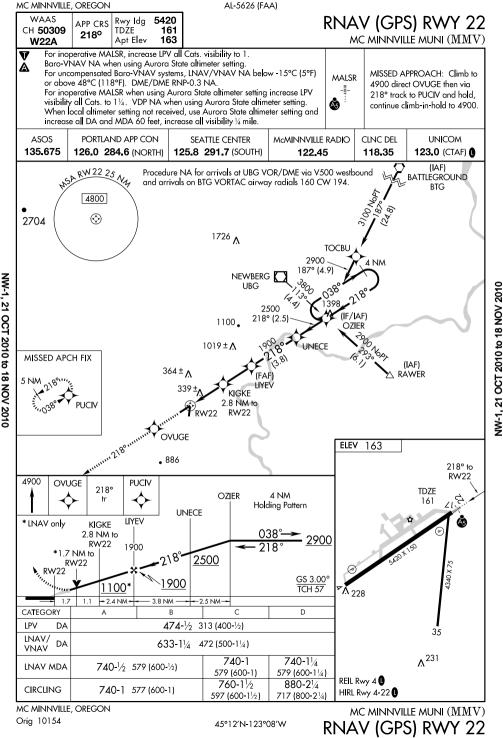
(IAF) CRAAF

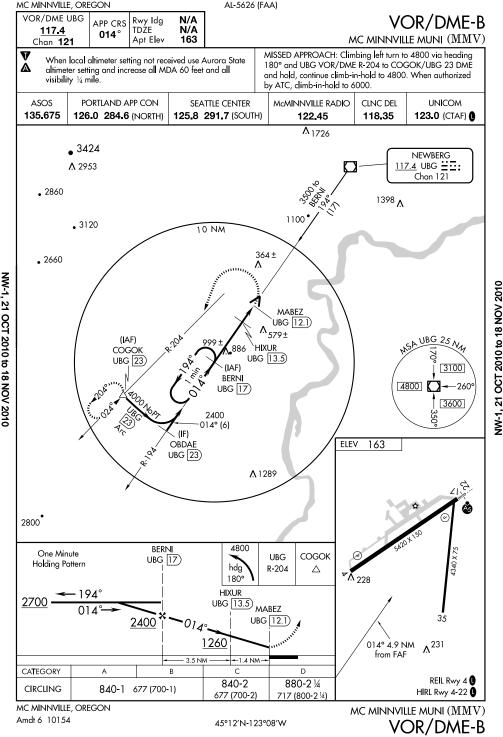
RIGOE

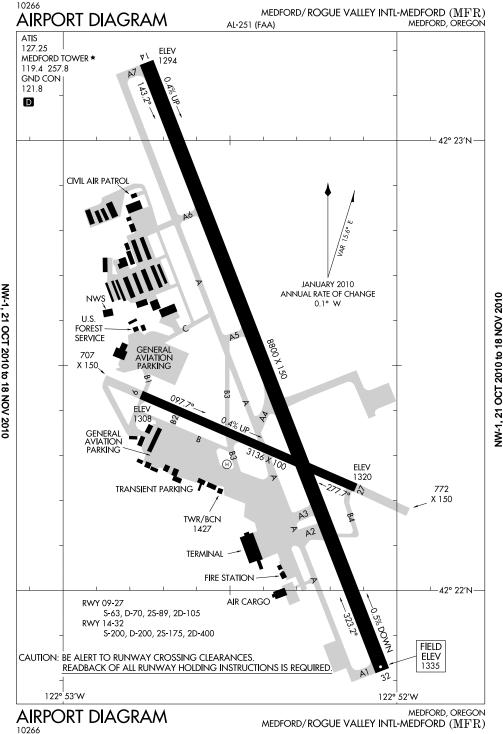
(IAF) TIYOT . 2800

PUCIV

MC MINNVILLE MUNI (MMV)RNAV (GPS) RWY 4







OREGON

124 MEDFORD

ROGUE VALLEY INTL—MEDFORD (MFR)

2D-400

Class I, ARFF Index B NOTAM FILE MFR RWY 14-32: H8800X150 (ASPH-GRVD) S-200, D-200, 2S-175, HIRL CL

3 N UTC-8(-7DT) N42°22.45′ W122°52.41′

IAP, AD Rwy 09-27: 3136 X 100 €3

KLAMATH FALLS

H-3B, L-21

RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0 TCH 73' 0.4% up. RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 49' 0.5% down. RWY 09-27: H3136X100 (ASPH) S-63, D-70, 2S-89, 2D-105 MIRL(NSTD) 0.4% up E

FUEL 100LL, JET A OX 1, 3 TPA—See Remarks

RUNWAY DECLARED DISTANCE INFORMATION RWY 09: TORA-3136 TODA-3136 ASDA-3136 LDA-3136 RWY 14: TORA-8800 TODA-8800 ASDA-8800 LDA-8800 RWY 27: TORA-3136 TODA-3136 ASDA-3136 LDA-3136 RWY 32: TORA-8800 TODA-8800 ASDA-8800 LDA-8800

AIRPORT REMARKS: Attended 1300-0800Z±. For fuel after hrs call 541-779-5451, or 541-842-2254. Bird hazard large flocks of migratory waterfowl in vicinity Nov-May. Rwy 09-27 CLOSED to

acft over 12,500 lbs GWT. PPR for unscheduled ops with more than 30 passenger seats, call arpt operations 541-776-7228. Rwy 32 preferred for tkfs and landings when twr clsd. Twy B/B-1

MIRL first 10' of Rwy 09 unigt and first 9' of Rwy 27 unigt, 3136 lgtd. ACTIVATE HIRL Rwy 14-32, MALSR Rwy 14, REIL Rwy 32, TDZL Rwy 14, centerline lgts Rwy 14 and Rwy 32, and twy lgts—CTAF. PAPI Rwy 14 and VASI Rwy 32 on continuously. U.S. Customs user fee arpt. Ldg fee applies to all corporate acft and all other acft with weight exceeding 12,500 lbs.

not visible from twr between twy B-2 and AER 9. TPA-2304(969) for propeller acft; 2804(1469) for turbo acft. Rwy 09-27 NSTD

WEATHER DATA SOURCES: ASOS (541) 776-1238. HIWAS 113.6 OED. COMMUNICATIONS: CTAF 119.4 ATIS 127.25 **UNICOM** 122.95 MEDFORD RCO 122.65 (MC MINNVILLE RADIO) R CASCADE APP/DEP CON 124.3 (1400-0700Z‡)

SEATTLE CENTER APP/DEP CON 124.85 (0700-1400Z‡) MEDFORD TOWER 119.4 (1400-0500Z‡) **GND CON 121.8** AIRSPACE: CLASS D svc 1400-0500Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

(H) VORTACW 113.6 OED Chan 83 N42°28.78′ W122°54.77′ 145° 6.6 NM to fld. 2083/19E. HIWAS. MEDFORD NDB (MHW) 356 MEF N42°23.50′ W122°52.73′ 148° 1.1 NM to fld.

PUMIE NDB (LOM) 373 MF N42°27.06′ W122°54.80′ 140° 4.9 NM to fld. LOM unusable 260°-270° beyond 10 NM ILS/DME 110.3 I-MFR Chan 40 Rwy 14.

closed. LOC Back Course unusable byd 11 NM blo 7000', byd 13 NM blo 8300', byd 17 NM blo 8700'. LOC Back Course unusable byd 20° left of course.

MEMALOOSE (See IMNAHA)

MILLER MEMORIAL AIRPARK (See VALE) MONUMENT MUNI (12S) 1 NW

UTC-8(-7DT) N44°49.89' W119°25.78' 2323 TPA-3323(1000) NOTAM FILE MMV RWY 14-32: 2104X29 (ASPH)

RWY 14: Hill. AIRPORT REMARKS: Unattended. Intermittently CLOSED winters due to snow. Rwy 14 rwy ends marked at each corner by a single white tire. COMMUNICATIONS: CTAF 122.9

MULINO STATE (See PORTLAND-MURINO)

TPA-1600(981)

RWY 03-21: H2600X60 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 122.7

NEHALEM BAY STATE

MYRTLE CREEK MUNI (16S) 2 SW

(See MANZANITA)

UTC-8(-7DT) N42°59.84' W123°18.92' NOTAM FILE MMV S-12 MIRI

RWY 03: REIL. PAPI(P2L)—GA 4.0° TCH 41'. Tree. Rgt tfc.

RWY 21: Tree.

LOM PUMIE NDB. ILS unmonitored when tower SEATTLE

AIRPORT REMARKS: Unattended. Terrain rises to 2200' MSL within 2 miles on each side of rwy. ACTIVATE MIRL Rwys 03-21, REIL Rwy 03 and PAPI Rwy 03-CTAF. UNICOM unmonitored indef.

Class IA.

KLAMATH FALLS

(BRUTE5.BRUTE) 07298 MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR) **BRUTE FIVE DEPARTURE** MEDFORD, OREGON SL-251 (FAA) -108.2 ABC ATIS 127.25 MOURN GND CON N42°59.50′ W123°00.47' MEDFORD TOWER ★ L-1-2 119.4 (CTAF) 257.8 **DREWS** CASCADE DEP CON★ 124.3 379.9 N42°43.75' W122°53.38′ SEATTLE CENTER 124.85 306.3 H-3 **CUTTR UZEHE** N42°41.36′ N42°43.64' W122°43.71′ W122°57.52′ R-345 NOTE: DME required. TAKE-OFF MINIMUMS Rwy 9, NA - Obstacles Rwy 27, NA - Obstacle Rwys 14, 32: Standard with a minimum climb of: NW-1, 21 OCT 2010 to 18 NOV 2010 **ROGUE VALLEY** Cat A/B 400' per NM to 6300, 113.6 OED ... Cat C/D 460' per NM to 6000. Chan 83 060, **CEROS** MEDFORD N42°25.28′ 0980 356 MEF ... 063° (6) W122°35.07' 16) N42° 23.50′ - W122° 52.73′ **BRUTE** N42°24.45′ LANKS W122°43.35′ N42°21.94′ W122°36.75 . 4630 ± R-149 COPPO N42°13.77 **JADUN** N42°14.96′ W122°54.61' **HANDY** H-3 W122°46.89' N42°14.11′ W122°50.47 FIBUR H-3 N42°13.81′ W122°53.21 TALEM N42°08.83' W122°52.69′ **GRENA** N41°43.52' W122°29.16' (NARRATIVE ON FOLLOWING PAGE) L-2 **BRUTE FIVE DEPARTURE** MEDFORD, OREGON MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR) (BRUTE5.BRUTE) 07298

MEDFORD, OREGON

BRUTE FIVE DEPARTURE



NW-1, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF RUNWAY 14: Climbing right turn direct to MEF NDB, depart MEF NDB 063° bearing outbound to BRUTE INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing right turn via 060° heading and OED R-098 to BRUTE INT. Thence. . . .

. . . . via (transition) or (assigned route). Maintain 11000 or assigned altitude.

COPPO TRANSITION (BRUTE5.COPPO): From over BRUTE INT via OED R-098 to

LANKS INT. Turn right and proceed via the OED 15 DME Arc to COPPO DME.

CUTTR TRANSITION (BRUTE5.CUTTR): From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to CUTTR DME.

DREWS TRANSITION (BRUTE5.DREWS): From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to DREWS DME.

GRENA TRANSITION (BRUTE5.GRENA): From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to JADUN DME. Then

via OED R-138 to GRENA INT. HANDY TRANSITION (BRUTE5.HANDY): From over BRUTE INT via OED R-098 to

LANKS INT. Turn right and proceed via the OED 15 DME Arc to HANDY DME. LANKS TRANSITION (BRUTE5.LANKS): From over BRUTE INT via OED R-098 to

LANKS INT.

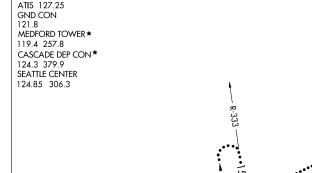
MOURN TRANSITION (BRUTE5.MOURN): From over BRUTE INT via MEF NDB bearing

063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME. Then via OED R-333 to MOURN INT. TALEM TRANSITION (BRUTE5.TALEM): From over BRUTE INT via OED R-098 to LANKS

INT. Turn right and proceed via the OED 15 DME Arc to FIBUR DME. Then via OED R-157 to TALEM DME. UZEHE TRANSITION (BRUTE5.UZEHE): From over BRUTE INT via MEF NDB bearing

063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME.

R-070



ROGUE VALLEY 1<u>13.6</u> OED 🗔 ...

L-2, H-3

Chan 83 N42°28.78′ - W122°54.78′

2318±

TAKE-OFF MINIMUMS RWY 32: 1700-3 or standard with minimum climb

of 300' per NM to 3000'. RWYS 9, 14, and 27: Not authorized for this departure procedure.

ATC climb rate of 410' per NM until passing 6300 required.

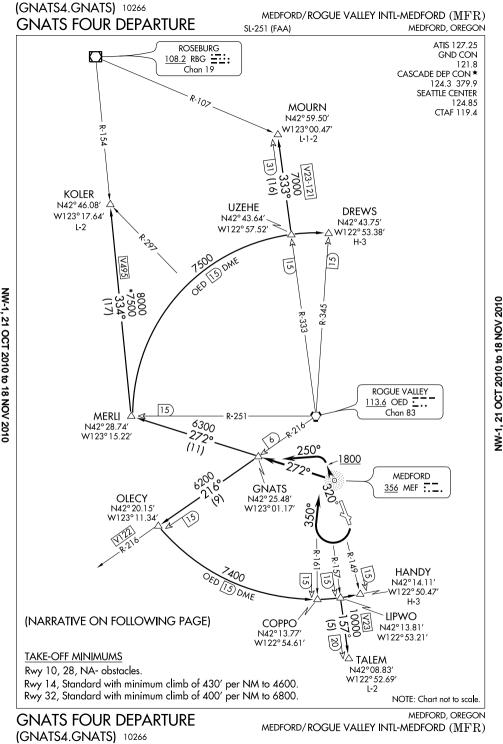


NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climbing right turn to heading 015°, maintain 11000' or assigned altitude, expect radar vectors to assigned route. Expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC crossing the OED R-070, turn left, proceed direct OED VORTAC, continue climb in holding pattern (NW, right turn, 153° inbound) to minimum crossing altitude/minimum enroute altitude before proceeding on course.



V

NW-1, 21 OCT 2010 to 18 NOV 2010

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR) SL-251 (FAA) MEDFORD, OREGON

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn on heading 350° and MEF NDB 272° bearing outbound to GNATS INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climb on heading 320° to 1800 then climbing left turn on heading 250° to intercept MEF NDB 272° bearing outbound to GNATS INT. Thence. . . .

....on (transition) or (assigned route). Maintain 11000 or assigned lower altitude.

COPPO TRANSITION (GNATS4.COPPO): From over GNATS INT via OED R-216 to

OLECY INT, then via the OED 15 DME Arc to COPPO DME.

DREWS TRANSITION (GNATS4.DREWS): From over GNATS INT via the MEF NDB

272° bearing to MERLI INT, then via the OED 15 DME Arc to DREWS DME. HANDY TRANSITION (GNATS4.HANDY): From over GNATS INT via the OED R-216

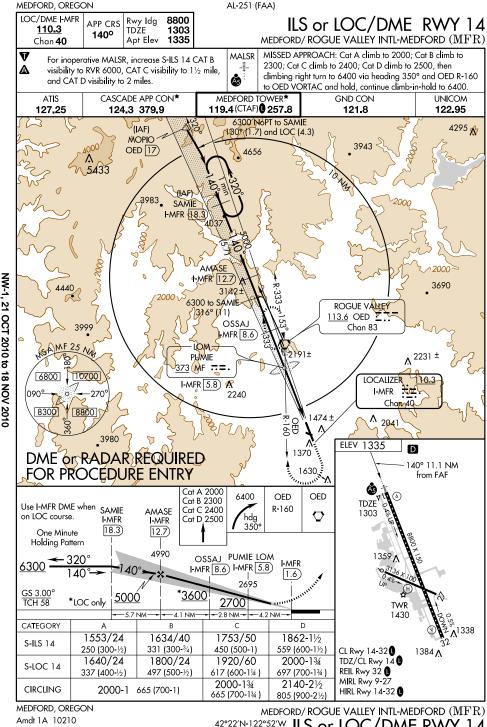
to OLECY INT, then via the OED 15 DME Arc to HANDY DME. KOLER TRANSITION (GNATS4.KOLER): From over GNATS INT via MEF NDB 272°

bearing to MERLI INT, then via RBG R-154 to KOLER INT.

MOURN TRANSITION (GNATS4.MOURN): From over GNATS INT via MEF NDB 272° bearing to MERLI INT, then via the OED 15 DME Arc to intercept OED R-333 to

MOURN INT. TALEM TRANSITION (GNATS4.TALEM): From over GNATS INT via OED R-216 to

OLECY INT, then via the OED 15 DME Arc to intercept OED R-157 to TALEM DME.



₩ -1,

(JKSN8.OED) 10266 MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR) JACKSON EIGHT DEPARTURE

ATIS 127.25 GND CON

SL-251 (FAA) MEDFORD, OREGON

121.8 CASCADE DEP CON ★ 124.3 379.9 SEATTLE CENTER 124.85 CTAF 119.4 **ROGUE VALLEY** 113.6 OED ... Chan 83 N42°28.78′ - W122°54.78′ L-2, H-3 -1800

TAKE-OFF MINIMUMS Rwy 10, 28, NA- obstacles.

Rwy 14, Standard with minimum climb of 430' per NM to 4600. Rwy 32, Standard with minimum climb of 300' per NM to 6800.

NOTE: Chart not to scale.

NW-1, 21 OCT 2010 to 18 NOV 2010



NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

1800

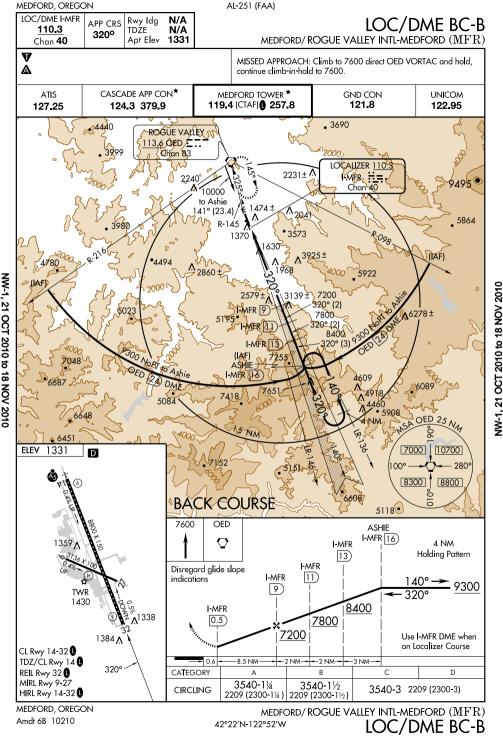
TAKE-OFF RUNWAY 14: Climb heading 143° to 1800 then right turn, thence. . . .

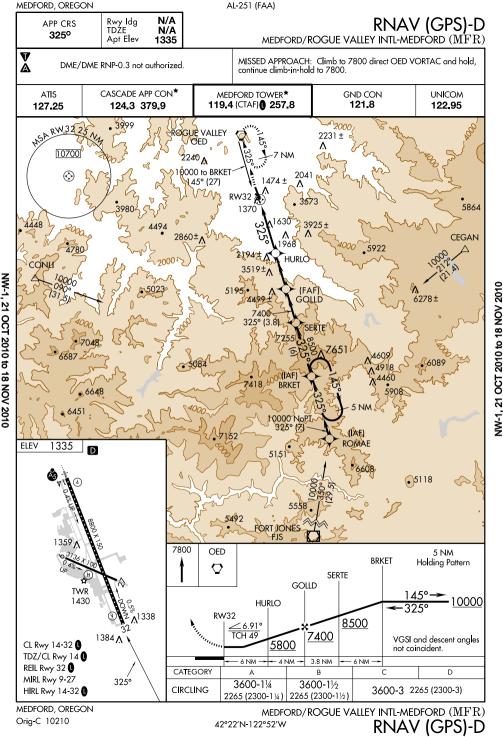
TAKE-OFF RUNWAY 32: Climb heading 323° to 1800, thence. . . .

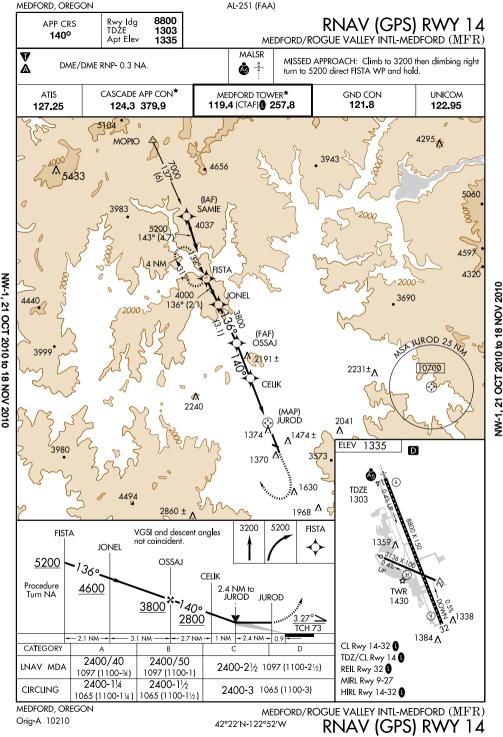
. . . . climb direct OED VORTAC, continue climb in OED VORTAC holding pattern to at or above 7000' before proceeding on course.

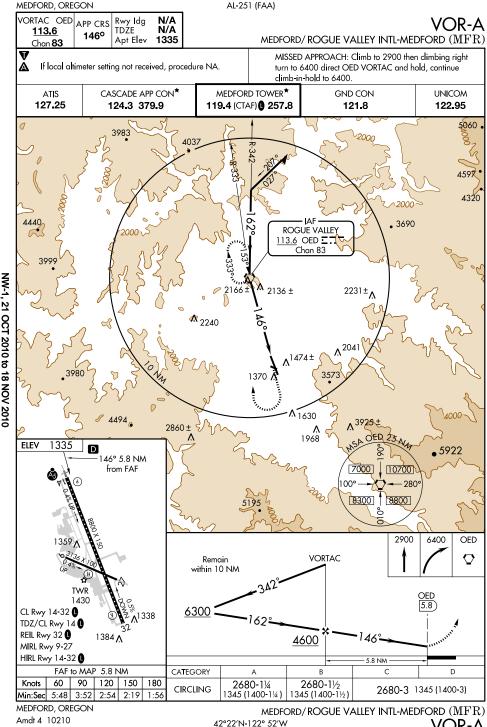
JACKSON EIGHT DEPARTURE (JKSN8.OED) 10266

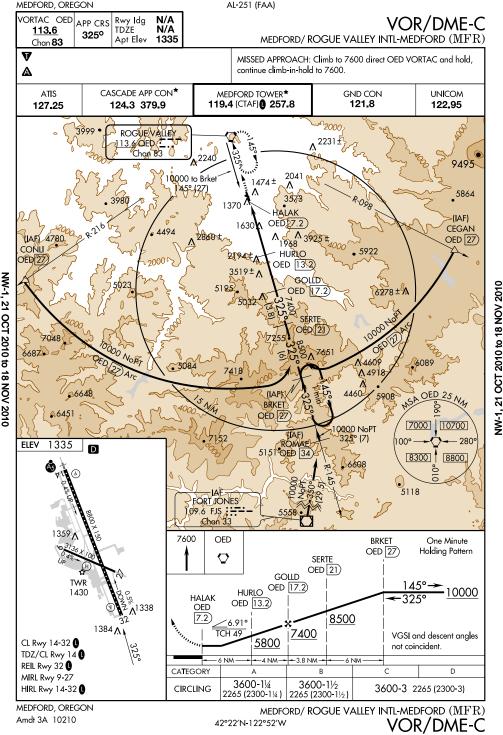
MEDFORD, OREGON MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

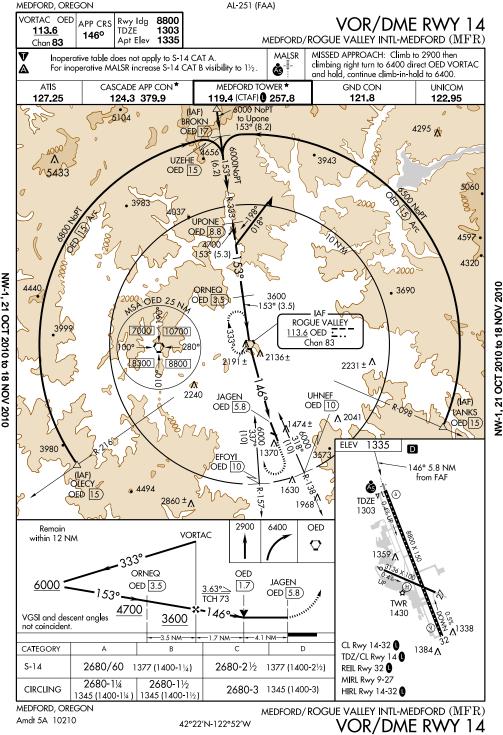












NEWBERG N45°21.19′ W122°58.69′. NOTAM FILE MMV. SEATTLE (H) VORW/DME 117.4 UBG Chan 121 105° 10.9 NM to Aurora State, 1440/21E, HIWAS. H-1B. L-1B RCO 122.45 (MC MINNVILLE RADIO) NFWBFRG CHEHALEM AIRPARK (17S) 4 N UTC-8(-7DT) N45°19.42′ W123°03.26′ SEATTLE FUEL 100LL, JET A NOTAM FILE MMV RWY 07-25: H2285X40 (ASPH) RWY LGTS(NSTD) RWY 07: Thid dsplcd 300', P-line. RWY 25: Tree. AIRPORT REMARKS: Attended 1600-0200Z‡. Rwy 25 has noise abatement procedures in effect for more information ctc aprt manager 503-537-0108, Rwy 07-25 NSTD basic markings, NSTD size, rwy edge strips, Rwy 07 dsplcd thid NSTD markings, NSTD size, Rwy 07-25 NSTD green thid lgts at W end only; no thid lgts on E end; 300' dspicd thid unletd.

NRFGNN

SPORTSMAN AIRPARK (2S6)1 SE UTC-8(-7DT) N45°17.74' W122°57.32' SEATTLE 181 S4 FUEL 100LL, JET A NOTAM FILE MMV RWY 17-35: H2755X50 (ASPH) S-30 LIRI RWY 17: Thid dspicd 369'. Tree. RWY 35: Thid dsplcd 315'. Brush. Rgt tfc. AIRPORT REMARKS: Attended dawn-dusk, Arpt lgts opr sunset-0800Z±, For LIRL Rwy 17-35 after 0800Z± phone 503-538-2134. Rwy 17-35 alligator cracks, dips, patch work in poor condition and edge cracks, needs joint sealing. COMMUNICATIONS: CTAF 122 9 PORTLAND CLNC DEL 126.0 NEWPORT MUNI (ONP) 3 S UTC-8(-7DT) N44°34.82′ W124°03.48′ FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE ONP RWY 16-34: H5398X150 (ASPH) S-75, D-120, 2S-152, 2D-170 RWY 16: MALSR. VASI(V4R)-GA 3.0° TCH 50'. Rgt tfc. RWY 34: REIL, PAPI(P4L)—GA 3.0° TCH 50', Thid dspicd 300'.

SFATTLE H-1B, L-1B IAP RWY 02-20: H3001X75 (ASPH) S-33, D-50, 2D-84 G G MIRL 1.0% up NE RWY N2. Ground RWY 20: Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION RWY 02: TORA-3001 TODA-3001 ASDA-3001 LDA-3001 RWY 16: TORA-5398 TODA-5398 ASDA-5398 LDA-5398 LDA-3001 RWY 20: TORA-3001 TODA-3001 ASDA-3001 ¢3 Ċ3 RWY 34: TORA-5398 TODA-5398 ASDA-5398 LDA-5398 AIRPORT REMARKS: Attended 1600-0100Z‡. For fuel after hours call 541-867-3655 or 541-961-9725. Deer and coyotes on and invof rwys and twys. Birds invof arpt during Apr and Oct. PPR for €3 43 air carrier ops with more than 30 passenger seats, call arpt (3 manager 541-867-7422, ACTIVATE MALSR Rwv 16, MIRL Rwv 02-20, HIRL Rwy 16-34, and REIL Rwy 34-CTAF.

WEATHER DATA SOURCES: AWOS-3 133.9 (541)-867-4175. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (MC MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 125.8 RADIO AIDS TO NAVIGATION: NOTAM FILE ONP. (H) VORTACW 117.1 ONP Chan 118 N44°34.52'

W124°03.64′ at fld. 150/19E.

VORTAC unusable: 342°-007° byd 35 NM blo 5,000′ 112°-132° byd 35 NM blo 8,000'

007°-047° bvd 35 NM blo 6.000' 132°-162° bvd 35 NM blo 5.000' 057°-112° bvd 35 NM blo 7.000′

AGGET NDB (LOM) 350 ON N44°40.56′ W124°03.92′ 158° 5.8 NM to fld. Unusable 360°-150°

ILS 111.5 I-ONP Rwy 16. LOM AGGET NDB. LOM unusable 360°-150°

NORTH BEND N43°24.93′ W124°10.11′ NOTAM FILE OTH KLAMATH FALLS

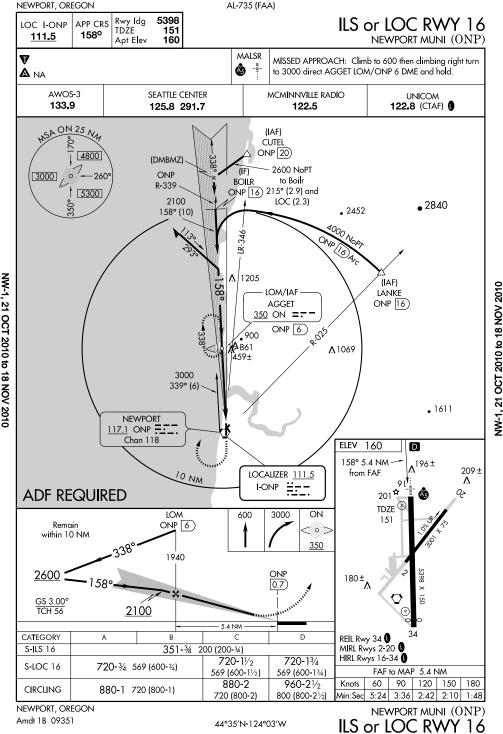
(L) VORTACW 112.1 OTH Chan 58 253° 3.4 NM to Southwest Oregon Rgnl, 707/18E, HIWAS. VORTAC unusable:

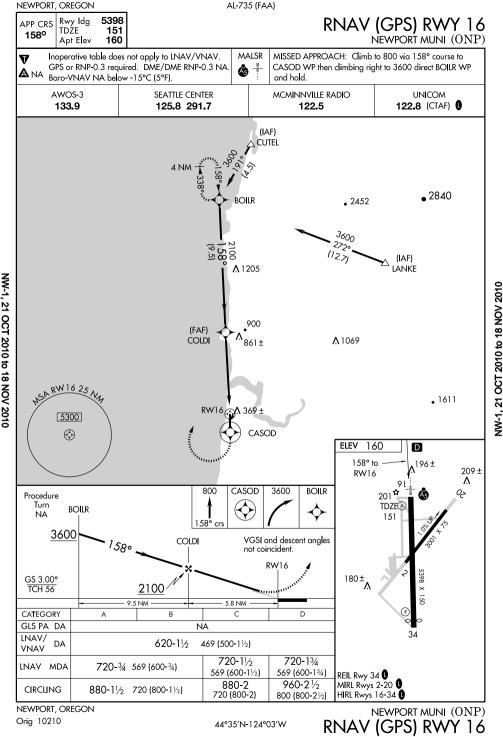
012°-087° byd 30 NM blo 5000'. RCO 122 4 (MC MINNVILLE RADIO)

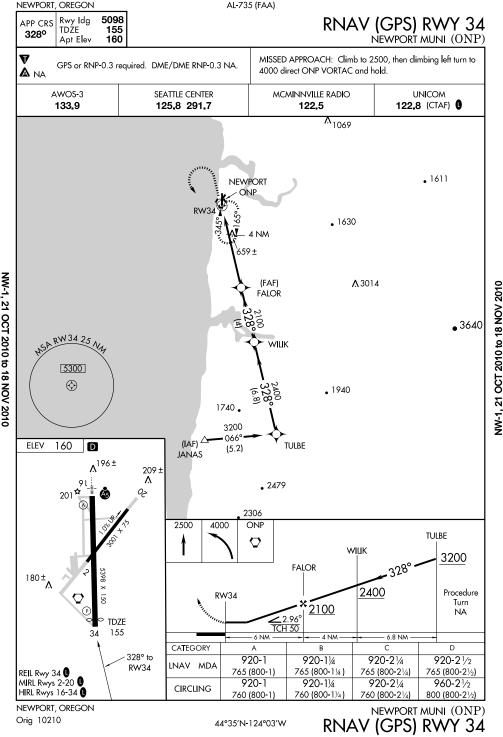
COMMUNICATIONS: CTAF 122.9

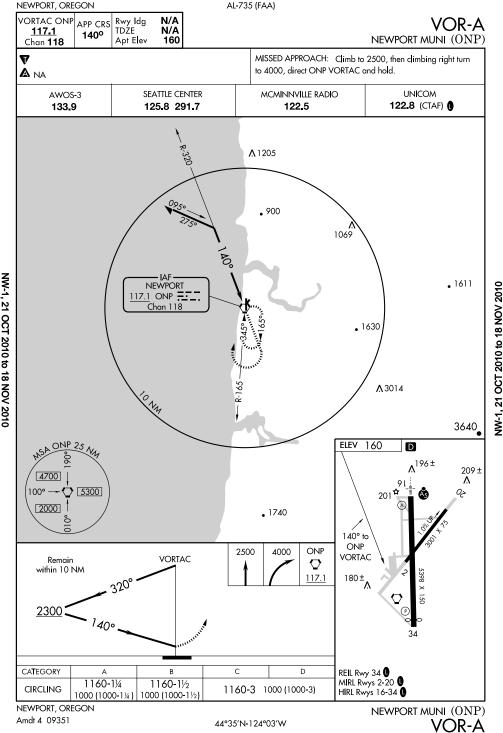
L-1A

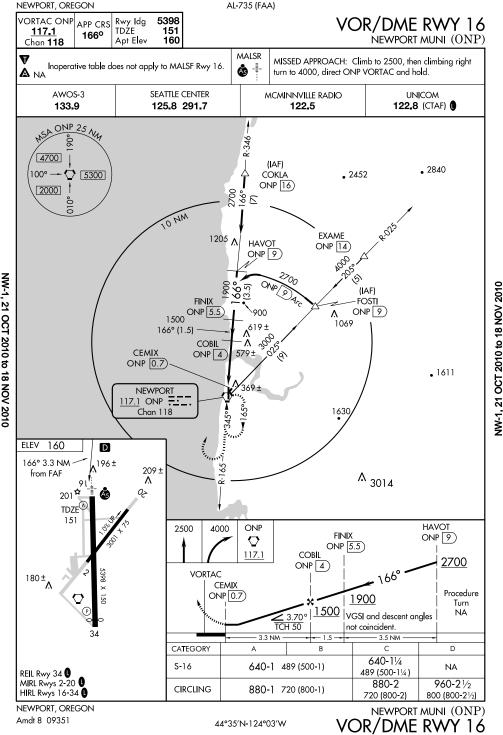
125







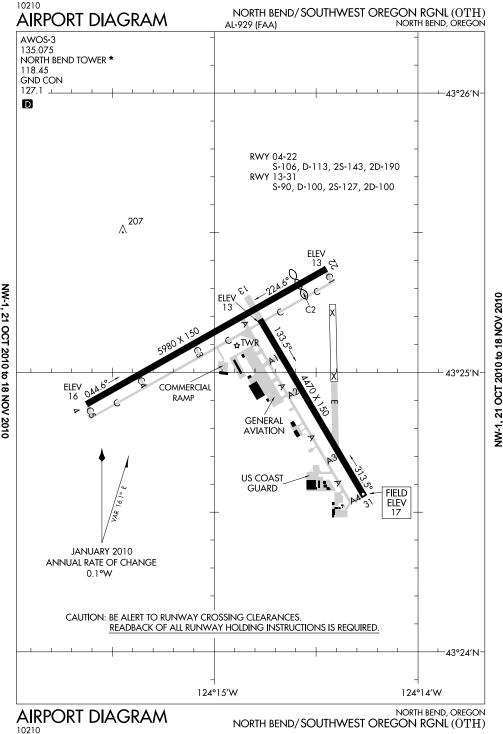




NEWPORT, OREGON AL-735 (FAA) 09351 5098 VOR/DME RWY 34 VORTAC ONP Rwy Idg APP CRS TDŹE 155 <u>117.1</u> 327° NEWPORT MUNI (ONP) Apt Elev 160 Chan 118 V MISSED APPROACH: Climb to 2500 then climbing left turn to A NA 4000 direct ONP VORTAC and hold. AWOS-3 SEATTLE CENTER MCMINNVILLE RADIO **UNICOM** 133.9 125.8 291.7 122.8 (CTAF) (122.5 NEWPORT . 1611 117.1 ONP ... Chan 118 . 1630 CEMAR ONP 0.2 659 ± 3700 147° (6.2) (IAF) **FALOR ∧**3014 NW-1, 21 OCT 2010 to 18 NOV 2010 ONP (6.2) 3640 WILIK ONP 10.2) ONP 25 My 2700 NoPT 1940 4700 327° (6.8) 100° 5300 (IAF) 2000 **JANAS TULBE** 3700 NoPT ONP [17] ONP [17] ONP [17] Arc **ELEV** 160 D ∧^{196±} 209 ± 2479 9l 201**☆** ۸ 2306 **FALOR** 4000 ONP 2500 ONP 6.2 Remain \Diamond within 10 NM 117.1 14>0 **CEMAR** WILIK 180± ONP 0.2 ONP 10.2 3700 3.43° TCH 50 **VORTAC** 2700 VGSI and descent 2400 angles not coincident 155 34 0.2 NM -6 NM 4 NM D CATEGORY В C 327° 6 NM 920-1 920-11/4 920-21/4 920-21/2 S-34 from FAF REIL Rwy 34 0 765 (800-1) 765 (800-11/4) 765 (800-21/4) 765 (800-21/2) MIRL Rwys 2-20 U 920-1 920-11/4 920-21/4 960-21/2 CIRCLING HIRL Rwys 16-34 (760 (800-11/4) 760 (800-21/4) 800 (800-21/2) 760 (800-1 NEWPORT, OREGON NEWPORT MUNI (ONP) Amdt 1A 22OCT09 44°35′N-124°03′W

VOR/DME RWY 34

WW-1, 21 OCT 2010 to 18 NOV 2010



OREGON 126

FUEL 100LL, JET A

NORTH BEND

SOUTHWEST OREGON RGNL (OTH)

RWY 04-22: H5980X150 (ASPH-PFC-GRVD)

RWY 13-31: H4470X150 (ASPH-GRVD) S-90, D-100, 2S-175, 2D-100 MIRL

RWY 04: MALSR, REIL, VASI (V4R)-GA 3.0° TCH 38', Boat,

1 NW UTC-8(-7DT) N43°25.02' W124°14.82'

S-106, D-113, 2S-143, 2D-190

LDA-5321

NOTAM FILE OTH

HIRL

000

Ť

Class I. ARFF Index A

RWY 13: REIL. Ship. RWY 31: REIL. PAPI(P4L)-GA 4.0° TCH 50'. Road. Rgt tfc.

S4

RWY 22: Thid dsplcd 660'. Ship.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-5321 TODA-5321

ASDA-5321 LDA-5321 ASDA-6000

RWY 22: TORA-6000 TODA-6000 AIRPORT REMARKS: Attended continuously. Services avbl 1600-0100Z±.

for services after hours call 541-756-5181 or 541-756-6903. Migratory flocks of waterfowl on and in vicinity of arpt, PAEW invof

rwys and twys 1530-2330Z‡. Ship channel crosses Rwy 04 approximately 3 mile from thid, crosses Rwy 13 and Rwy 22 approximately 1000' to 1700' from thid, mast heights to 140'.

Landing fee. Non-commercial landing fee for all acft over 12,500 lbs. ACTIVATE MALSR Rwy 04-CTAF. HIRL Rwy 04-22 and MIRL Rwy 13-31 opr continuously at night. WEATHER DATA SOURCES: AWOS-3 135.075 (541) 756-0135.

HIWAS 112.1 OTH. COMMUNICATIONS: CTAF 118 45

NORTH BEND RCO 122.4 (Mc MINNVILLE RADIO)

SEATTLE CENTER APP/DEP CON 121.4

NORTH BEND TOWER 118.45 (1500-0500Z±) GND 127.1

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE OTH.

NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93′ W124°10.11′ 253° 3.4 NM to fld. 707/18E. HIWAS.

EMIRE NDB (LOM) 378 OT N43°23.67′ W124°18.62′ 046° 3 1 NM to fld

NDB unusable 360°-165° bvd 10 NM. ILS 108.5 I-OTH Rwy 04. LOM EMIRE NDB.

OAKRIDGE STATE (5SØ) 1 W UTC-8(-7DT)

N43°45.16' W122°30.15' TPA-2393(1000) NOTAM FILE MMV

KLAMATH FALLS

KLAMATH FALLS

H-1B. L-1A

IAP, AD

RWY 09-27: H3610X47 (ASPH)

RWY 09: Trees. RWY 27: Road.

AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may be clsd by snow. US Forest Service helicopters active in vicinity of

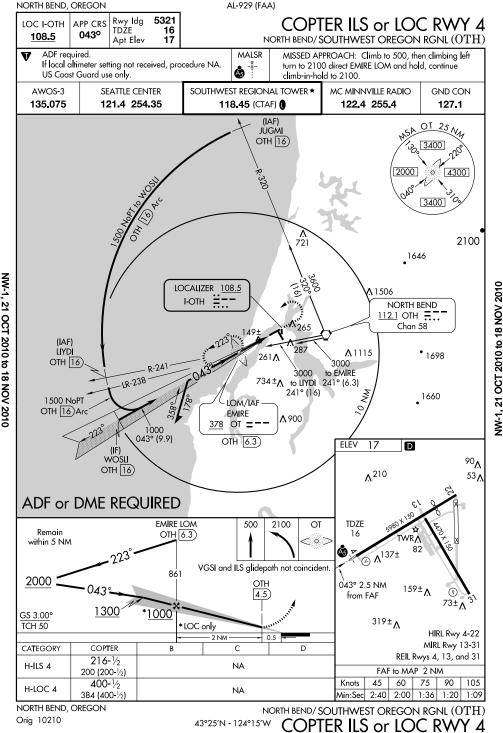
arpt during fire season. Deer and elk on and invof arpt. COMMUNICATIONS: CTAF 122 9

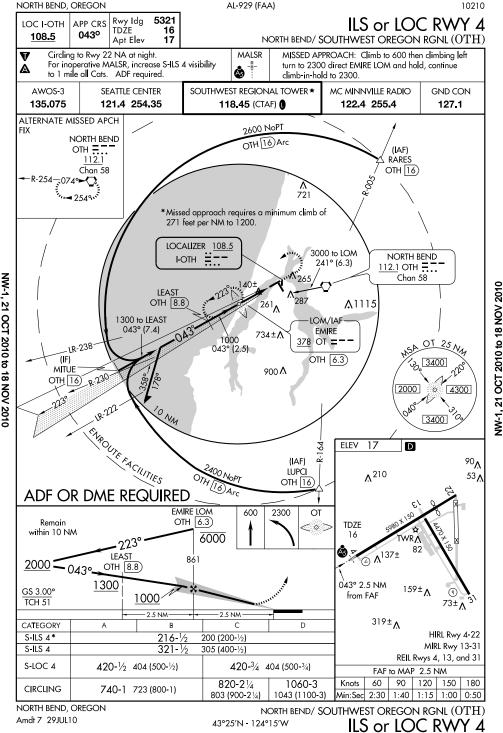
RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.

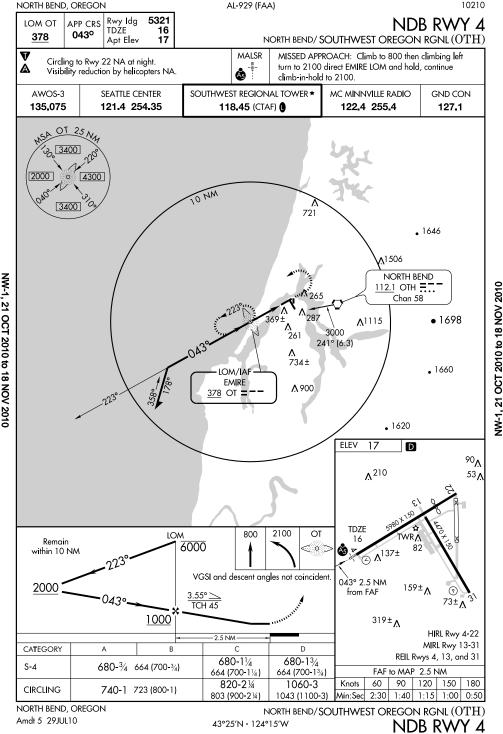
EUGENE (H) VORTACW 112.9 EUG

Chan 76 N44°07.25' W123°13.37' 105° 38.3 NM to fld. 364/20E. HIWAS.

L-1A G G G G







transitions.

NOTE: DME required for DEROY/LEDGE

with minimum climb of 300' per NM to 900. Rwy 13: 400-1 with minimum climb of 330' per NM to 1200.

Rwy 22: Standard.

Rwy 31: $300-1\frac{3}{4}$ or Standard with minimum climb of 280' per NM to 300.

Rwy 4: Standard with minimum climb of 475' per NM to 1200 or 900-3

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WW-1, 21 OCT 2010 to 18 NOV 2010

V

NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

LEDGE

N43°04.94'

W124°11.01′

TAKE-OFF RUNWAYS 4, 31: Climbing left turn heading 220° and OTH R-250 thence. . . . TAKE-OFF RUNWAYS 13, 22: Climbing right turn heading 280° and OTH R-250 thence. . . .

....continue climbing via OTH R-250 to 1300 then right turn direct OTH VORTAC, thence via assigned transition.

DEROY TRANSITION (OTH5.DEROY): From over OTH VORTAC via OTH R-117 to DEROY DME.

GAMMA TRANSITION (OTH5.GAMMA): From over OTH VORTAC via OTH R-346 to GAMMA INT.

LEDGE TRANSITION (OTH5.LEDGE): From over OTH VORTAC via OTH R-164 to LEDGE DME.

RARES TRANSITION (OTH5.RARES): From over OTH VORTAC via OTH R-005 to RARES INT. SCOTY TRANSITION (OTH5.SCOTY): From over OTH VORTAC via OTH R-026 to SCOTY INT.

NORTH BEND FIVE DEPARTURE (OTH5.OTH) 10154 NORTH BEND, OREGON

TAKE-OFF OBSTACLE NOTES

Rwy 4: OL on ant. 383' from DER, 207' right of centerline, 22' AGL/35' MSL.

Ship 1000' from DER, on centerline, up to 140' MSL.

OLs on bridge beginning 1886' from DER, 621' left of centerline, up to 93' AGL/93' MSL.

Bridge beginning 4728' from DER, 580' right of centerline, 265' AGL/265' MSL.

OLs on bridge beginning 4741' from DER, 948' right of centerline, up to 268' AGL/268' MSL.

Transmission tower, 5031' from DER, 677' right of centerline, 213' AGL/216' MSL. Trees beginning 1.2 NM from DER, 409' left of centerline, up to 150' AGL/549' MSL

Trees beginning 1.5 NM from DER, 1396' right of centerline, up to 150' AGL/629' MSL.

Bldgs beginning 1.7 NM from DER, 776' left of centerline, up to 73' AGL/393' MSL. Rwy 13: Bushes beginning 38' from DER, 175' left of centerline, up to 16' AGL/33' MSL.

Vehicle on road, 193' from DER, 237' left of centerline, up to 15' AGL/30' MSL. Bush 193' from DER, 145' right of centerline, up to 20' AGL/37' MSL.

Trees beginning 346' from DER, 17' right of centerline, up to 150' AGL/349' MSL. Bldgs beginning 504' from DER, 243' right of centerline, up to 86' AGL/106' MSL.

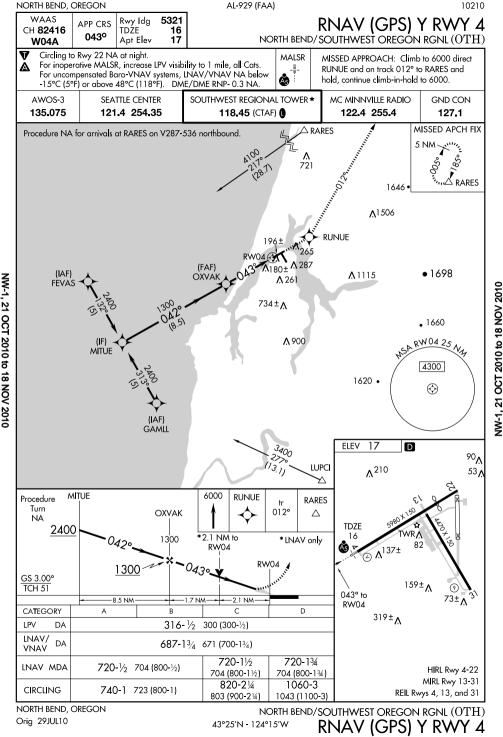
Trees beginning 628' from DER, 6' left of centerline, up to 150' AGL/298' MSL. Ant. on bldg 712' from DER, 554' right of centerline, up to 51' AGL/68' MSL. Poles beginning 880' from DER, 13' right of centerline, up to 136' AGL/236' MSL. Spire 3467' from DER, 1122' left of centerline, 55' AGL/243' MSL.

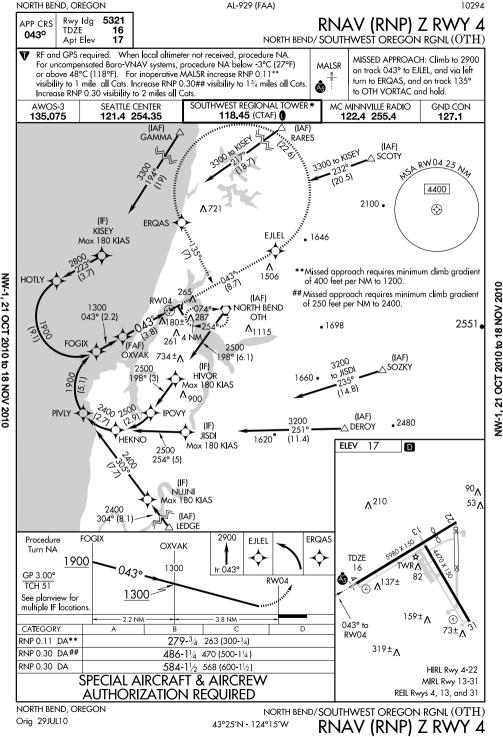
Pole 1 NM from DER, 159' left of centerline, up to 121' AGL/221' MSL.

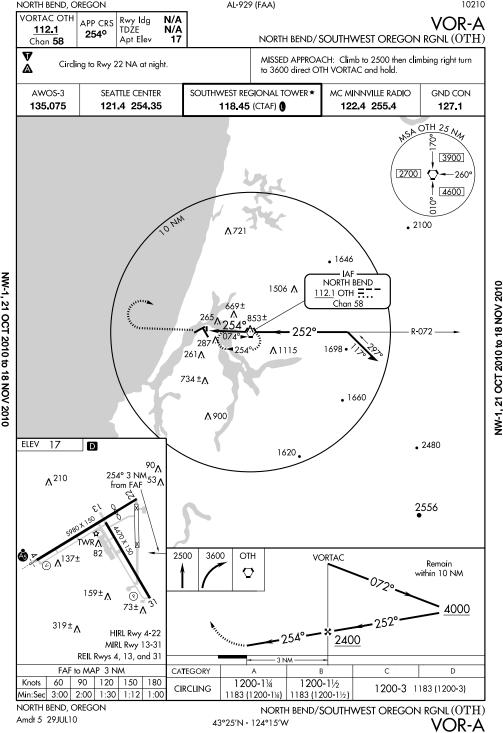
Rwy 22: Ship 4050' from DER, on centerline, up to 140' MSL. Rwy 31: Ship 1000' from DER, on centerline, up to 140' MSL.

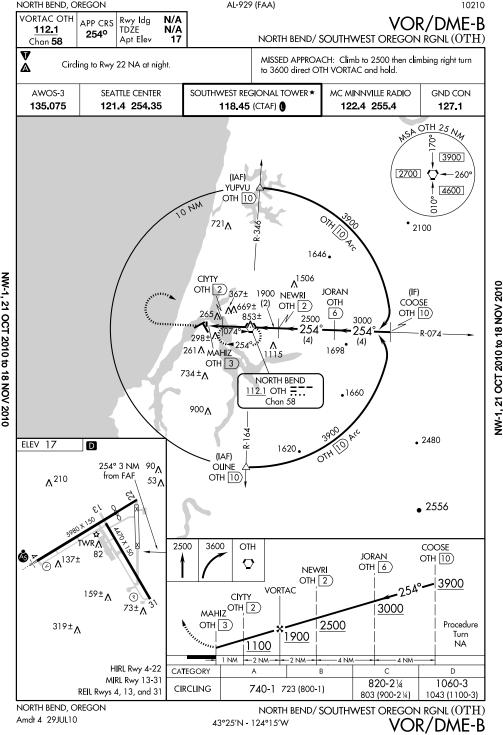
Trees beginning 5037' from DER, 15' left of centerline, up to 92' AGL/232' MSL.

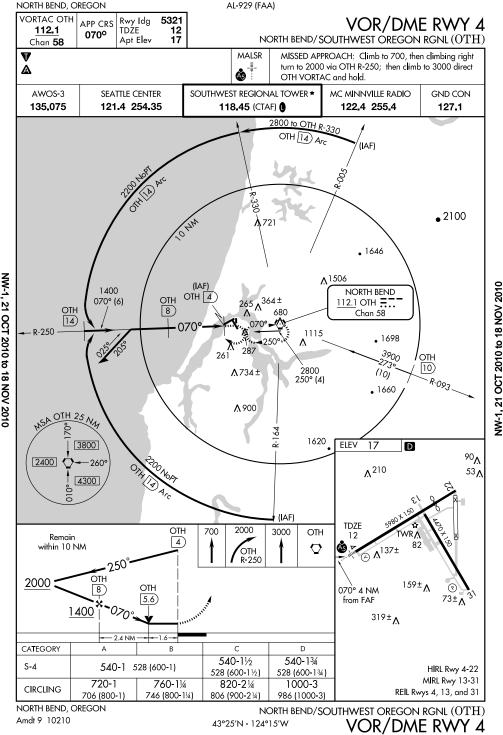
Trees beginning 5985' from DER, 1419' right of centerline, up to 108' AGL/188' MSL.











OREGON

(ONO)

RWY 14-32: H5011X100 (ASPH) S-30 D-50 RWY 32: REIL. PAPI(P2L)-GA 3.0° AIRPORT REMARKS: Attended 1500-0000Z‡. Self serve card lock fuel

WEATHER DATA SOURCES: ASOS 135.275 (541) 889-7388.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) SALT LAKE CENTER APP/DEP CON 128.05 RCO 122.3 (MC MINNVILLE RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

OWYHEE RESERVOIR STATE

RWY 13-31: 1840X30 (DIRT)

COMMUNICATIONS: CTAF 122 9

TPA-3680(1000)

ONTARIO MUNI

2193 B S4

avbl 24 hrs. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 32-CTAF. PAPI Rwy 32 OPR continuously.

UTC-8(-7DT) N43°25.49' W117°20.73'

3 W UTC-7(-6DT) N44°01.16' W117°00.78'

Golf Course

KLAMATH FALLS H-1C, L-11B

KLAMATH FALLS

IAP

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17' W116°11.53' 291° 45.3 NM to fld. 2876/17E. NDB (MHW) 305 ONO N44°01.18' W117°00.50' at fld. NOTAM FILE ONO.

(28U) 25 SW

NOTAM FILE MMV

FUEL 100LL, JET A NOTAM FILE ONO

PACIFIC CITY STATE (PFC) 1 S UTC-8(-7DT) N45°11.99' W123°57.74' NOTAM FILE MMV 5 TPA-1005(1000)

Arpt in canyon, surrounded by high terrain.

RWY 14-32: H1875X30 (ASPH) S-7 RWY 14: Thid dsplcd 300', P-line.

RWY 32: Trees. AIRPORT REMARKS: Unattended, Rwy may be under water during winter high tides. Occasional driftwood on rwy due to flooding. Owner advises ctc with Department of Aviation 503-378-4880 prior to use. Ramp in poor condition. Rwv 14-32 NSTD basic markings, markings NSTD size/placement and rwv edge markings. COMMUNICATIONS: CTAF 122.9

AIRPORT REMARKS: Unattended. Rwy 13-31 sfc rough, loose rocks, soft when wet, subject to washouts. Owner

PAISLEY (22S) 3 NW UTC-8(-7DT) N42°43.08' W120°33.77' B TPA-5395(1000) NOTAM FILE MMV RWY 13-31: H4300X60 (ASPH)

RCO 122 2 (MC MINNVILLE RADIO)

COMMUNICATIONS: CTAF 122.9

2AWIH

AIRPORT REMARKS: Unattended. RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

SFATTI F KLAMATH FALLS

LAKEVIEW (H) VORTACW 112.0 Chan 57 LKV

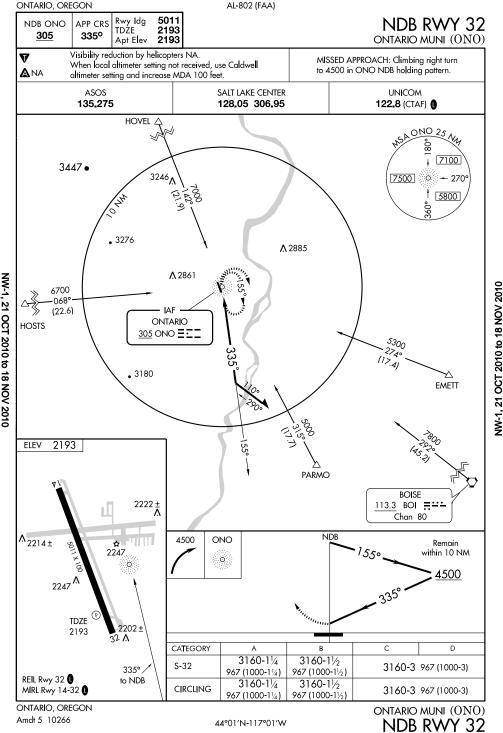
advises ctc with State Department of Aviation 503-378-4880 prior to use. Remote airport, no ground access.

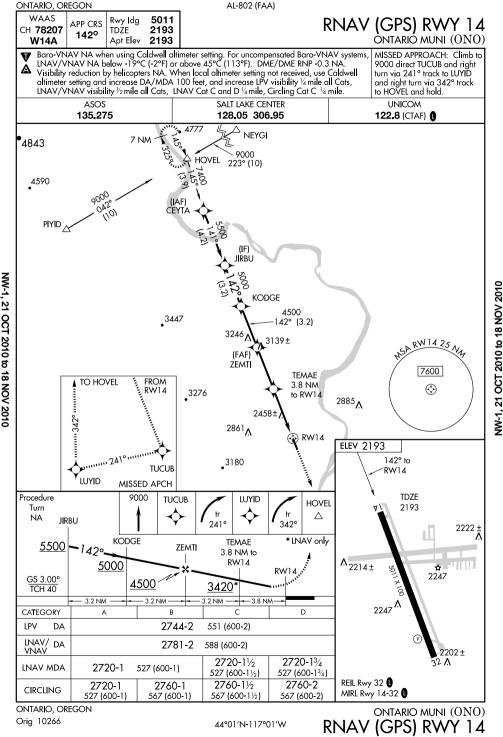
331° 13.7 NM to fld. 7460/19E. N42°29.57′ W120°30.43′

PENDLETON N45°41.91′ W118°56.32′ NOTAM FILE PDT. (H) VORTACW 114.7 PDT Chan 94 073° 4.1 NM to Eastern Oregon Rgnl at Pendleton. 1559/20E. HIWAS.

SFATTI F H-1C. L-13A

L-11A

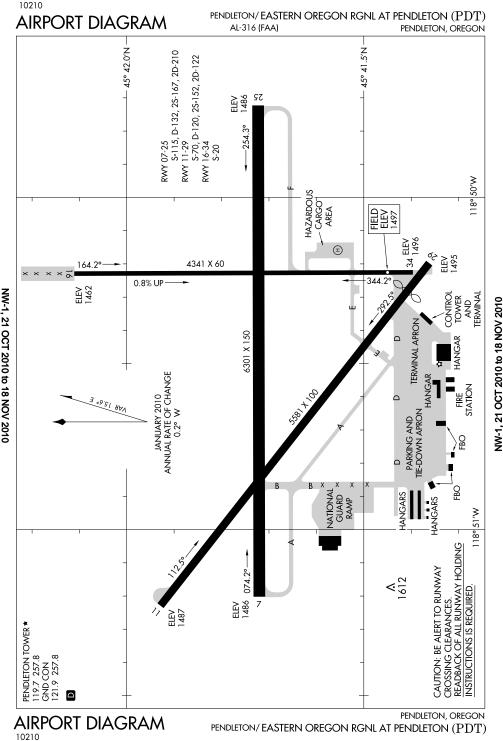




ONTARIO, OREGON AL-802 (FAA) WAAS Rwy Idg 5011 RNAV (GPS) RWY 32 APP CRS CH **87007** TDŹE 2193 322° Apt Elev ONTARIÓ MUNI (ONO) W32A 2193 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) MISSED APPROACH: Climb or above 44°C (111°F). Baro-VNAV and VDP NA when using Caldwell altimeter setting. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. to 9000 direct ZEMTI and A via 323° track to HOVEL and hold, continue climb-in-hold to 9000. When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C and D and Circling Cat C visibility 1/4 mile. **ASOS** SALT LAKE CENTER UNICOM 135.275 128.05 306.95 122.8 (CTAF) (MISSED APCH FIX 3246 NSA RW32 25 1/2 3447 ZEMTI 7 NM -7500 (HOVEL 3276 Λ 2885 ²⁸⁶¹∧ RW32 🌺 2260 ± **HOSTS** 2499± (IAF) EMETT (FAF) 3180 6100 YENUR 1000 5000 229° 125.11 (13) 6 5000 **ELEV 2193** (IF) (IAF) **OYABU** UKAY (5.5) (IAF) **PARMO** 9000 HOVEL ZEMT Procedure 2222 ± tr Turn **OYABU** 323° Δ NA Λ_{2214±} *LNAV only YENUR ÷ * 1.7 NM 5000 2247 322° to RW32 RW32 GS 3.00° 4200 2247 TCH 40 7 NM 4.4 NM 6 NM CATEGORY В D LPV 2443-1 250 (300-1) DA 2202 ± TDZE 32 A LNAV/ DA VNAV 2510-11/4 317 (400-11/4) 2193 2760-11/2 2760-13/4 322° to LNAV MDA 2760-1 567 (600-1) 567 (600-11/2) 567 (600-134) RW32 REIL Rwy 32 2760-11/2 2760-2 2760-1 CIRCLING 567 (600-1) MIRL Rwy 14-32 1 567 (600-2) 567 (600-11/2) ONTARIO, OREGON ONTARIO MUNI (ONO) Orig 10266 44'01'N-117°01'W RNAV (GPS) RW

NW-1, 21 OCT 2010 to 18 NOV 2010

NW-1, 21 OCT 2010 to 18 NOV 2010



OREGON

FUEL 100LL, JET A1 +, MOGAS

PENDLETON

128

EASTERN OREGON RGNL AT PENDLETON (PDT) 3 NW UTC-8(-7DT) N45°41.70' W118°50.49'

RWY 07: ODALS. VASI(V4R)-GA 3.0° TCH 47'. Ground. RWY 25: MALSR, PAPI(V4L)-GA 3.0° TCH 55'. RWY 11-29: H5581X100 (ASPH-GRVD) S-70, D-120, 2S-152.

2D-122

RWY 34: TORA-4341

COMMUNICATIONS: CTAF 119.7

MIRL RWY 11: REIL, PAPI(V4L)-GA 3.0° TCH 47', Ground.

RWY 07-25: H6301X150 (ASPH-PFC)

RWY 29: REIL, PAPI(V4L)-GA 3.0° TCH 35', Thid dspicd 456'. RWY 16-34: H4341X60 (ASPH)

S - 20RUNWAY DECLARED DISTANCE INFORMATION RWY 11: TORA-5581 TODA-5581 RWY 16: TORA-4341 TODA-4341

more than 30 passenger seats except PPR 24 hrs call

ASDA-5581 ASDA-4341 TODA-4341

WEATHER DATA SOURCES: ASOS 118.325 (541) 278-2329. HIWAS 114.7 PDT.

UNICOM 122.95

RWY 29: TORA-5581 TODA-5581 ASDA-5581 ASDA-4341 AIRPORT REMARKS: Attended 1400-0400Z±. Services available from

0.8% up SE

LDA-4341

FBO between 0400-1400Z[±] by phone call 541-276-3313/3373. Self fuel avbl 24 hrs. CLOSED to unscheduled air carrier ops with

LDA-5581

LDA-4341

LDA-5125

541-276-4411. Deer on and invof arpt Apr and Aug especially

exercise extreme caution at intersection of ramp and Rwy 29

mornings and evenings. Twy B clsd south of Twy A. Pilots shall

Class IV. ARFF Index A

S-115, D-132, 2S-167, 2D-210

NOTAM FILE PDT

HIRL

6301 X 150

SEATTLE

IAP. AD

H-1C, L-13A

north end of terminal building area obstructed from view of tower by terminal building. ACTIVATE MALSR Rwy 25. ODALS Rwy 07, HIRL Rwy 07-25, MIRL Rwy 11-29, REIL Rwy 11 and Rwy 29, when twr clsd-CTAF. Rwy 25

PENDLETON RCO 122.2 (MC MINNVILLE RADIO) R CHINOOK APP/DEP CON 133,15 (1400-0600Z±). R SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z‡) PENDLETON TOWER 119.7 (1400-0400Z±). **GND CON 121.9** AIRSPACE: CLASS D svc 1400-0400Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE PDT.

HIWAS.

ILS 110.3 I-PDT Rwv 25. Class IE. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower. (24S)1 SW

touchdown runway visual range avbl.

PINEHURST STATE UTC-8(-7DT)TPA-4638(1000) NOTAM FILE MMV RWY 04-22: H2800X30 (ASPH)

RWY 04: Trees. RWY 22: Trees.

Owner advises contact Oregon Dept. of Aviation 503-378-4880 prior to use. COMMUNICATIONS: CTAF 122.9

PORTLAND N45°41.92′ W122°55.52′ RCO 122.6 (MC MINNVILLE RADIO)

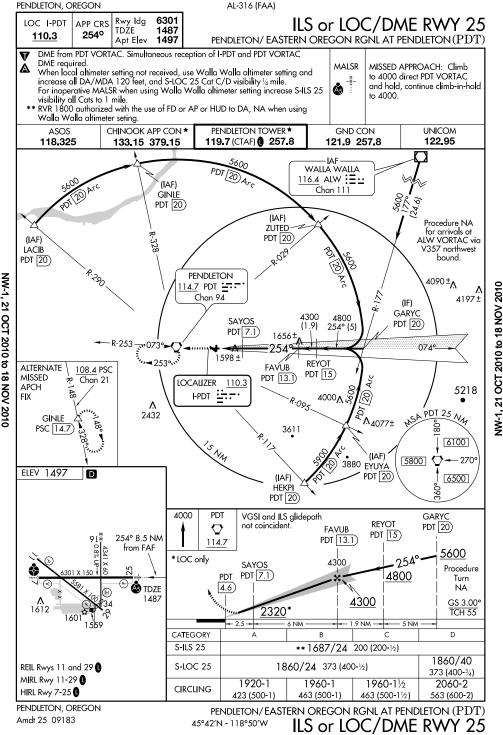
PORTI AND PORTLAND DOWNTOWN HELIPORT (61J) 00 N UTC-8(-7DT) N45°31.52' W122°40.26' NOTAM FILE MMV HELIPAD H1: H80X80 (CONC)

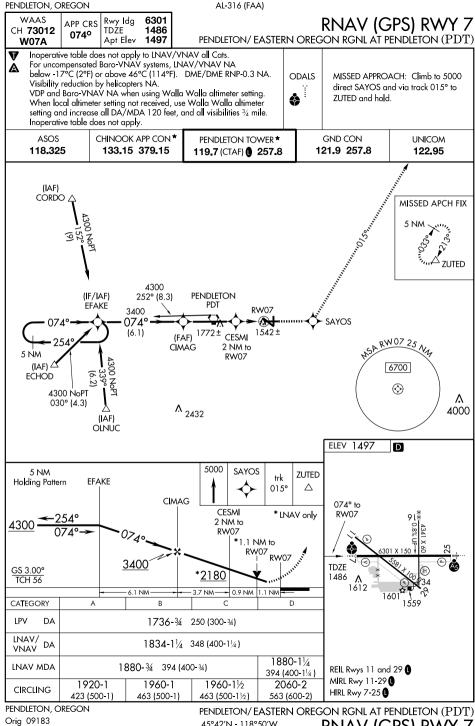
PENDLETON (H) VORTACW 114.7 PDT Chan 94 N45°41.91′ W118°56.32′ 073° 4.1 NM to fld. 1559/20E. LOC and GS unmonitored when twr clsd. N42°06.61' W122°22.99' KLAMATH FALLS Not insp. AIRPORT REMARKS: Unattended, Irregular winter maintenance, Arpt may be clsd by snow, Rwy 04-22 70' trees along both sides of rwy 125' from centerline. Rwy 22 slopes up to the SW, with abrupt 4% rise on SW half of rwy.

SEATTLE L-1C

SEATTLE

HELIPORT REMARKS: Unattended. +199' radio twr (lgtd) 4950' E of heliport in flight apch and tkf 025°. Helipad H1 yellow perimeter Igts, blue centerline twy Igts to helipads. Helipad H1 single heliport with 4 flight apchs 162°/220°/248°/295°/ and tkf directions 342°/040°/068°/115°. Arrow lgts for flight apch 220°/248°/295° and tkf 040°/068°/115°. Landing fee. COMMUNICATIONS: CTAF/UNICOM 123 075

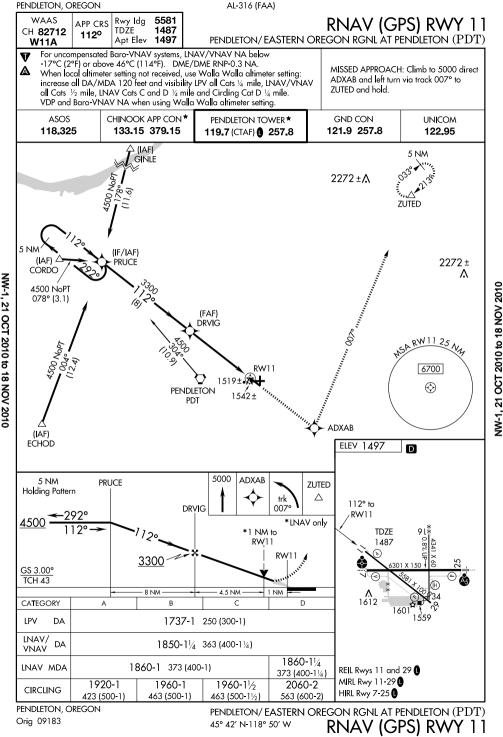


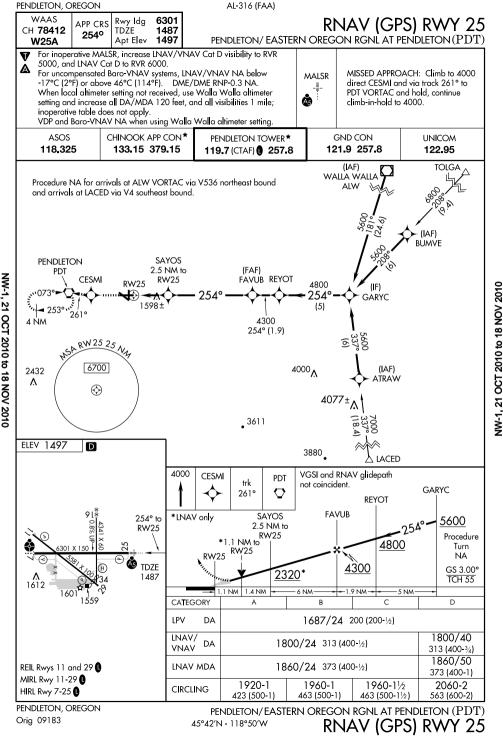


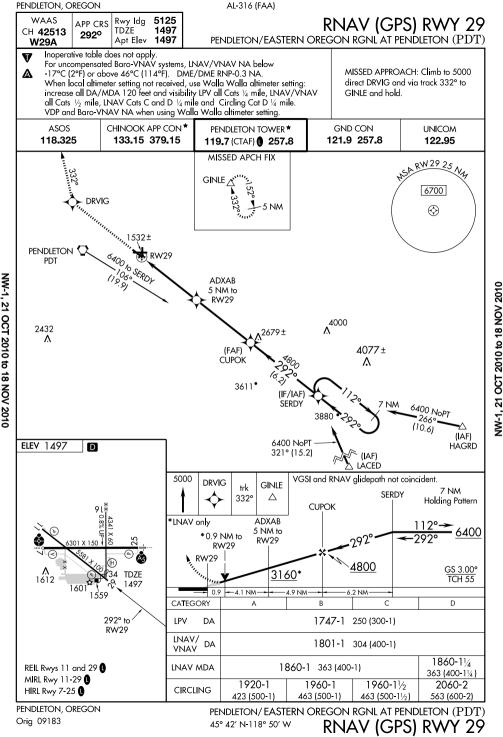
NW-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 7

NW-1, 21 OCT 2010 to 18 NOV 2010





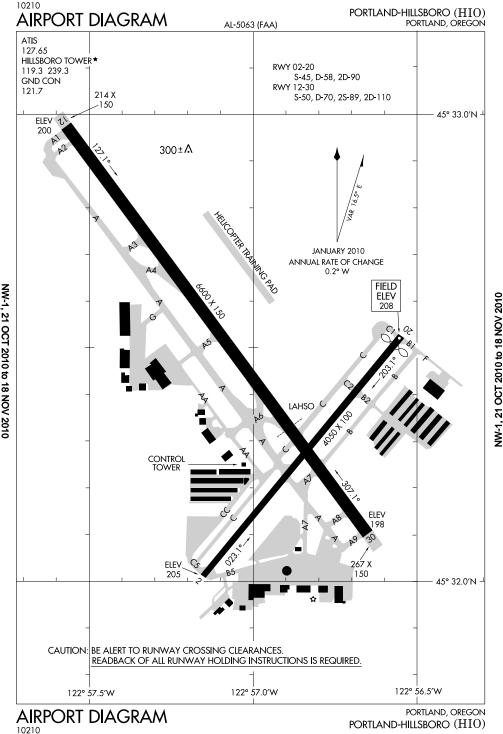


Amdt 15 09183

NW-1, 21 OCT 2010 to 18 NOV 2010

45°42′N - 118°50′W

WW-1, 21 OCT 2010 to 18 NOV 2010



OREGON 129 (HIO) 15 SW UTC-8(-7DT) N45°32.44′ W122°57.01′

S4 FUEL 100LL, JET A OX 1, 2, 4 TPA—1208 (1000) LRA NOTAM FILE HIO

MIRI

HIRI

ദേദ

SEATTLE

IAP. AD

H-1R I-1C

touch and go landings between 0600-1400Z±. Be alert for bird activity in vicinity Nov to May. Noise abatement procedures in

DIST AVRI

RWY 12 02-20 4922 AIRPORT REMARKS: Attended 1400-0600Z‡. Rwy 02-20 CLOSED to effect call 503-693-1963 or 503-460-4068. Rwy 12 run-up area not visible from twr. Rwy 12 touchdown rwy visual range avbl. Commercial acft and operators of acft with an FAA certified maximum gross Idg weight that exceeds 10,000 lbs are required to pay a ldg fee. When twr clsd ACTIVATE MALSR Rwy 12-CTAF. Flight Notification Service (ADCUS) avbl, 2 hour advance notice €3 required Mon-Sat 0100-1400Z± and 24 hrs Sun and holidays, Ldg fee WEATHER DATA SOURCES: ASOS (503) 640-2984. COMMUNICATIONS: CTAF 119.3 ATIS 127.65. UNICOM 122.95 (R) APP/NFP CON 126 O

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19' W122°58.69' 345° 11.3 NM to fld. 1440/21E. HIWAS. BANKS NDB (MHW) 356 PND N45°37 82′ W123°02 75′ 122° 6 7 NM to fld NOTAM FILE HIO

ILS 110.7 I-HIO Rwv 12. Class IE. ILS unmonitored when ATCT closed, Localizer unusable byd 27°

each side of course

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HILLSBORO TOWER 119.3 (1400-0600Z‡). GND CON 121.7 AIRSPACE: CLASS D svc 1400-0600Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MMV

RWY 12-30: H6600X150 (ASPH) S-50, D-70, 2S-89, 2D-110

RWY 12: MALSR, PAPI(P4L)-GA 3.0° TCH 49'. RWY 30: REIL PAPI(P41)—GA 3 0° TCH 50' Trees Ret tfc

RWY 02-20: H4050X100 (ASPH) S-45, D-58, 2D-90

RWY 02: VASI(V4L)-GA 3.0° TCH 50'. Tree. Rgt tfc. RWY 20: VASI(V4L)—GA 3.0° TCH 50', Thid dspicd 172', Fence.

HOLD SHORT POINT

PORTLAND-HILLSBORD

LANDING

LAND AND HOLD SHORT OPERATIONS

208

(BERNI1.BERNI) 10266 PORTLAND-HILLSBORO (HIO) BERNI ONE DEPARTURE (RNAV) SL-5063 (FAA) PORTLAND, OREGON ATIS 127.65 GND CON 700 121.7 HILLSBORO TOWER* 308° 119.3 (CTAF) 239.3 **HETAT** PORTLAND DEP CON 126.0 284.6 128° 교 1200 SANKR **JERUX** NOTE: GPS Required. (15 NOTE: RNAV 1. NOTE: RADAR required. NOTE: Turbojet aircraft only. TAKE-OFF MINIMUMS **BERNI** Rwy 2, 20: NA-ATC. Rwy 12: Obstacle climb of NW-1, 21 OCT 2010 to 18 NOV 2010 230' per NM to 2400'. Minimum ATC climb of 500' per NM to 1200'. Rwy 30: 200-1¼ or standard with a minimum climb of 225' per NM to 700'. **EASON** TAKE-OFF OBSTACLE NOTES Rwy 12: Multiple trees beginning 1103' from DER, 8' left of centerline, up to 110' AGL/331' MSL. Multiple trees beginning 1030' from DER, 9' right of centerline, 110' AGL/348' MSL. **HARPR EUGENE** Rwy 30: Multiple trees beginning 1663' from DER, **EUG** 623' right of centerline, up to 110' AGL/363' MSL. Pole 702' from DER, 603' left of centerline, up to 26' AGL/215' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 12: Climb heading 128° to 1200 feet, then climbing right turn direct JERUX, then on depicted route to BERNI. Thence . . . TAKE-OFF RUNWAY 30: Climb heading 308° to 700', then climbing left turn direct HETAT, then on depicted route to BERNI. Thence (Transition). Maintain assigned altitude. Expect filed altitude 10 minutes after departure. EASON TRANSITION (BERNI1.EASON) EUGENE TRANSITION (BERNI1.EUG) FAMUK TRANSITION (BERNI1.FAMUK) HARPR TRANSITION (BERNI1.HARPR) PORTLAND, OREGON BERNI ONE DEPARTURE (RNAV) PORTLAND-HILLSBORO (HIO) (BERNI1.BERNI) 10266

NW-1, 21 OCT 2010 to 18 NOV 2010

BATTLEGROUND

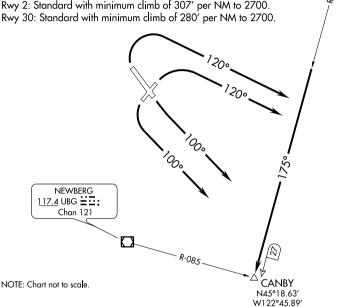
<u>116.6</u> BTG **Ξ**∵:

Chan 113

TAKE-OFF MINIMUMS

Rwy 12, 20: Standard.

Rwy 30: Standard with minimum climb of 280' per NM to 2700.



TAKE-OFF OBSTACLE NOTES Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL.

Terrain left and right of centerline beginning at DER up to 302' MSL. Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.

Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL.

Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL.

Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL.

Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

V

NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

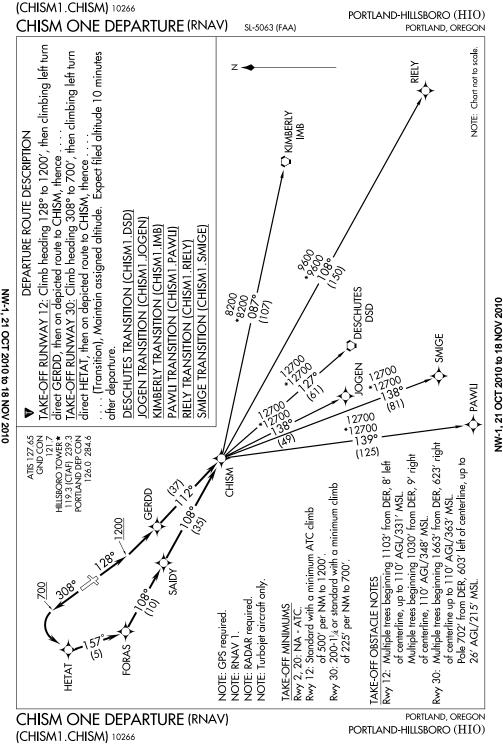
TAKE-OFF RUNWAYS 2, 30: Climbing right turn heading 120°, thence

TAKE-OFF RUNWAYS 12, 20: Climbing left turn heading 100°, thence

. . . . Intercept and proceed via BTG R-175 to CANBY INT. Thence via assigned route.

CANBY EIGHT DEPARTURE

WW-1, 21 OCT 2010 to 18 NOV 2010



ATIS 127.65 GND CON

NEWBERG

<u>117.4</u> UBG **∷∴:** Chan 121 N45°21.19′ W122°58.69′ L-1, H-1

121.7 HILLSBORO TOWER ★ 119.3 (CTAF) 239.3 PORTLAND DEP CON 126.0 284.6

TAKE-OFF MINIMUMS

Rwy 12, 20: Standard. Rwy 2: Standard with minimum climb of 307' per NM to 2700.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL. Terrain left and right of centerline beginning at DER up to 302' MSL. Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.

Rwy 30: Standard with minimum climb of 235' per NM to 2700.

Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL.

Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL. Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL.

Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL. Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL.

Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

NOTE: Chart not to scale.

WW-1, 21 OCT 2010 to 18 NOV 2010

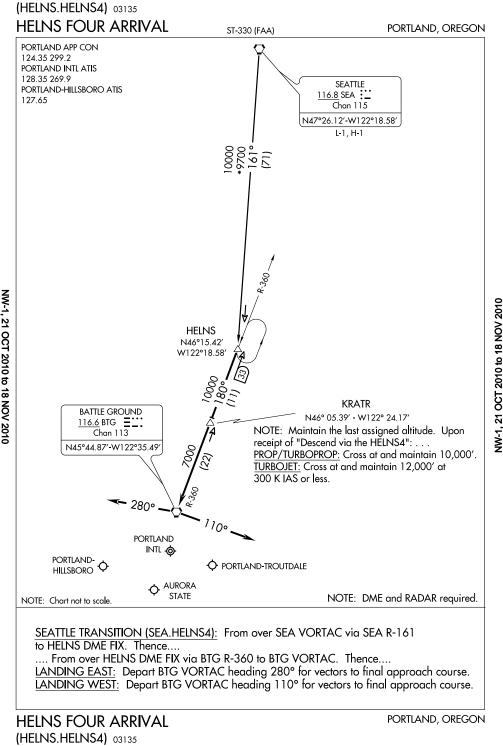
V

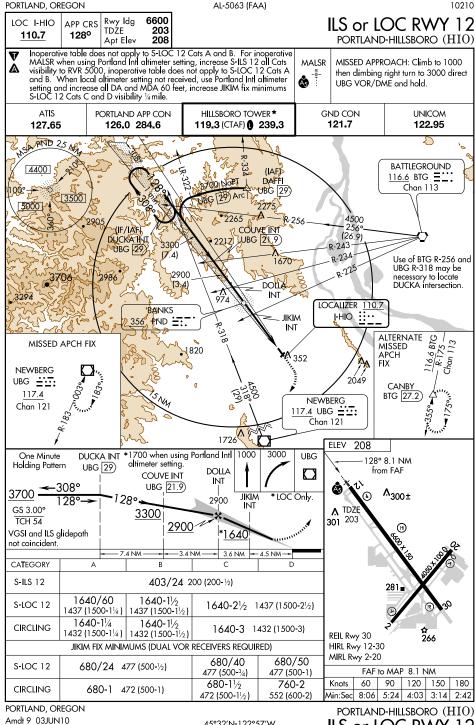
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12: Turn right heading 210°, thence

TAKE-OFF RUNWAYS 20, 30: Turn left heading 120°, thence

... Intercept and proceed via UBG R-346 to UBG VOR/DME. Thence via (assigned route).





Ν -1,

21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

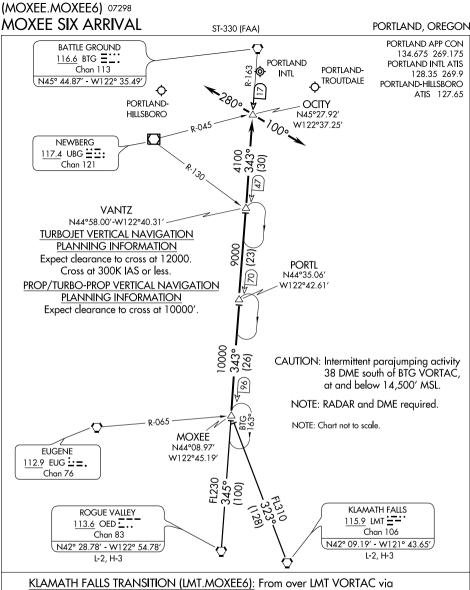
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.				
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE	
BOZEMAN, MT				
GALLATIN FIELD (BZN)	12	03-21	6,841 feet	
MOSES LAKE, WA				
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet	
	14L	04-22	7,550 feet	
	22	14L-32R	4,650 feet	
	32R	04-22	5,050 feet	
PORTLAND, OR				
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet	
SALEM, OR				
MCNARY FIELD (SLE)	31	16-34	3,150 feet	
	34	13-31	3,050 feet	
SPOKANE, WA				
SPOKANE INTL (GEG)	07	03-21	2,800 feet	
	21	07-25	7,000 feet	
	25	03-21	4,350 feet	
TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY				
RGNL (TWF)	07	12-30	4,500 feet	
, ,	25	12-30	3,600 feet	

21 OCT 2010 to 18 NOV 2010



LMT R-323 to MOXEE INT. Thence

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

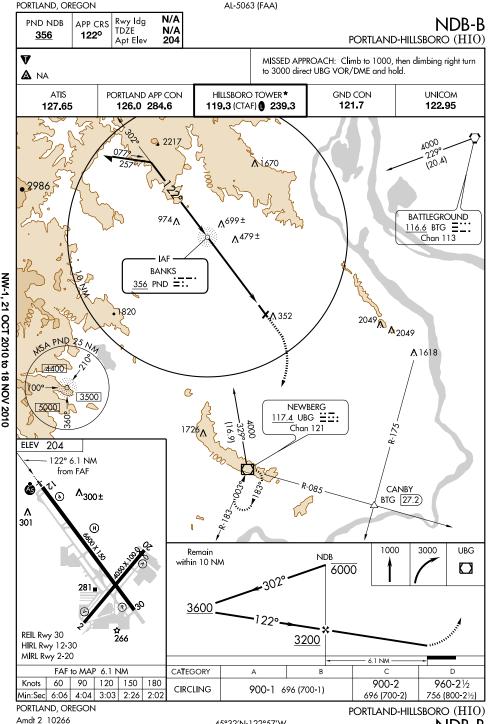
Landing East - Depart OCITY INT heading 280° for vectors to final approach course. Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

NW-1, 21 OCT 2010 to 18 NOV 2010

PORTLAND, OREGON



NDB-B

Apt Elev

W12A

NW-1, 21 OCT 2010 to 18 NOV 2010

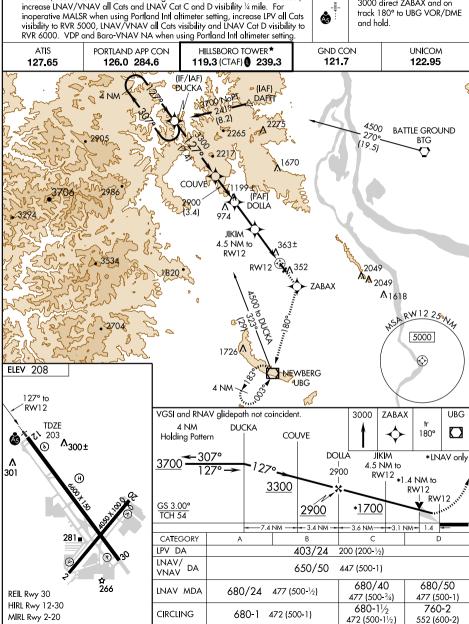
208

10210

RNAV (GPS) RWY 12 PORTLÁND-HILLSBORO (HIO)

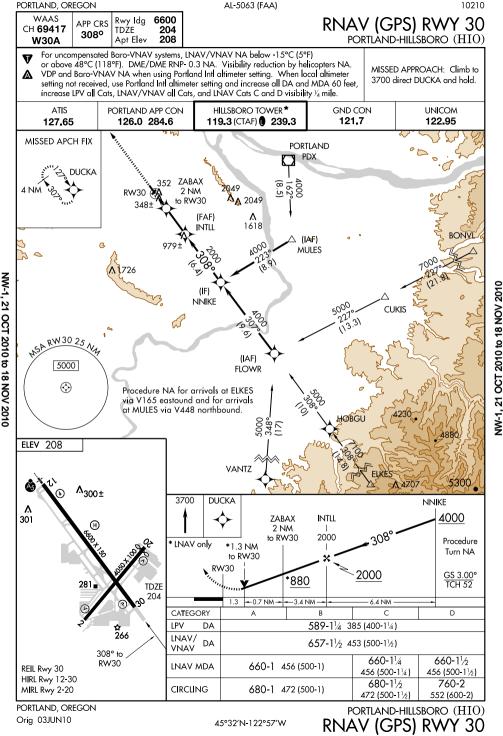
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP- 0.3 NA. When local altimeter setting not MALSR received, use Portland Intl altimeter setting and increase all DA and MDA 60 feet,

MISSED APPROACH: Climb to 3000 direct ZABAX and on track 180° to UBG VOR/DME and hold



PORTLAND, OREGON Amdt 1 03JUN10

PORTLAND-HILLSBORO (HIO) RNAV (GPS) RW



ATIS 127.65 **SCAPO** GND CON BATTLEGROUND N45°45.12' 121.7 116.6 BTG **Ξ**∵: W123°01.68′ HILLSBORO TOWER * Chan 113 119.3 (CTAF) 239.3 PORTLAND DEP CON 126.0 284.6 R-250 24 LOCALIZER I-PDX _____ Chan 42 TAKE-OFF MINIMUMS **NEWBERG** Rwy 20: Standard. <u>117.4</u> UBG <u>∺</u> :: Rwy 2: Standard with minimum climb of 240' per NM to 1900. Chan 121 Rwy 12: Standard with minimum climb of 308' per NM to 2700. Rwy 30: Standard with minimum climb of 220' per NM to 2800. TAKE-OFF OBSTACLE NOTES Rwy 2: Vehicle on road 247' from DER, 1' right of centerline, up to 15' AGL/220' MSL.

SL-5063 (FAA)

Terrain left and right of centerline beginning at DER up to 302' MSL.

Rwy 12: Terrain left and right of centerline beginning at DER up to 296' MSL.

Trees 1836' from DER, 8' left centerline, up to 125' AGL/331' MSL. Rwy 20: Terrain left and right of centerline beginning at DER up to 306' MSL.

Trees and hangars beginning 60' from DER, 32' left of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' right of centerline, up to 74' AGL/280' MSL.

Rwy 30: Terrain left and right of centerline beginning at DER up to 292' MSL. Trees beginning 1664' from DER, 626' right of centerline up to 194' AGL/363' MSL.

NOTE: Chart not to scale.

V

NW-1, 21 OCT 2010 to 18 NOV 2010

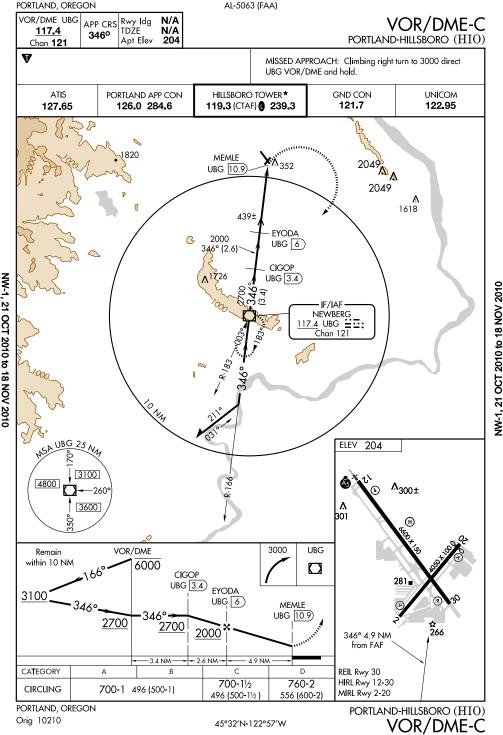
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12, 20: Climbing left turn heading 270°, thence

TAKE-OFF RUNWAY 30: Climb heading 308°, thence

.... Intercept and proceed via UBG VOR/DME R-334 to SCAPO INT/UBG 24 DME, thence via (assigned route).

SCAPO FIVE DEPARTURE



OREGON

RWY 10R-28L: H11000X150 (ASPH-GRVD) PCN 63 F/A/X/T HIRL CL

30

PORTLAND INTL

B S4

RWY 10R: ALSF2. TDZL. PAPI(P4R)-GA 3.0° TCH 71'. Rgt tfc. RWY 28L: MALSR. VASI(V4L)-GA 3.0° TCH 60'.

S-200, D-200, 2S-175,

(PDX)(KPDX) CIV/MIL/AFRC/ANG 4 NE

FUEL 100LL, JET A OX 1, 2, 3, 4 LRA

RWY 10L-28R: H9825X150 (ASPH-GRVD) 2D-400 PCN 63 F/A/X/T HIRL CL

RWY 10L: MALSR, PAPI(P4L)—GA 3.0° TCH 60', Thid dspicd 1290'. RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 65'. Thid dspicd 535'.

Road. Rgt tfc. RWY 03-21: H6000X150 (ASPH-GRVD) S-124, D-170, 2S-175,

2D-310 PCN 34 F/A/X/T

RWY 03: REIL. PAPI(P4L)-GA 3.3° TCH 60'.

RWY 21: REIL. PAPI(P4R)—GA 3.6° TCH 32'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-6000

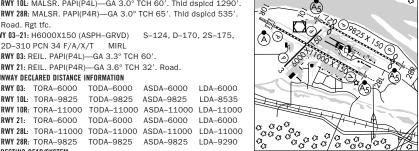
TODA-6000 ASDA-6000

RWY 10L: TORA-9825 TODA-9825 ASDA-9825

RWY 10R: TORA-11000 TODA-11000 ASDA-11000 LDA-11000 RWY 21: TORA-6000 TODA-6000 ASDA-6000

RWY 28R: TORA-9825 TODA-9825 ARRESTING GEAR/SYSTEM

RWY 10R BAK-14 BAK-12A(B) (1625')



O.C

UTC-8(-7DT) N45°35.32' W122°35.81'

Class I, ARFF Index E NOTAM FILE PDX

ଫଟ ଫ ଫ ଫ

S-200, D-200, 2S-175, 2D-360

LDA-6000

LDA-8535

LDA-6000

LDA-9290

BAK-14 BAK-12A(B) (2000') RWY 28L

SEATTLE

H-1B, L-1C

000

0.0000

a a

IAP, DIAP, AD

MILITARY SERVICE: A-GEAR BAK-12A(B) Rwy 10R and 28L cable raised by BAK-14 device on request to twr. Not inspected for opr capability weekend or holiday. JASU (AM32A-60) 4(A/M32A-86) (MC-11) 1(MA-1A)

ASDA-9825

FUEL A, J8(Mil) (NC-100LL, Jet A) A (Air BP—Flightcraft Inc., C603-331-4220.)

OIL 0-128-133-148(Mil) AIRPORT REMARKS: Attended continuously. Arpt CLOSED to non-powered acft except in emergencies. Migratory and

wintering flocks of large waterfowl on and in vicinity of arpt. Heavy seagull activity Sep-Apr, expect high number of birds year around; check local advisories. Construction on Rwy 10L-28R in progress. See NOTAMS for current information, Rwy 28R perimeter road at 200' from rwy thId and 408' right from rwy extended centerline. Uncontrolled tfc at Pearson Field Vancouver WA, 3 NM W of Rwy 10L thld on extended centerline. Rwy 21 clsd to Height Group IV acft with cockpit to wheel height greater than 22'. Rwy 28R road in levee 480' right. Rwy 28R 19' levee located approximately parallel to rwy centerline extended at 200' from thid. Dike located approximately 408' from rwy centerline extended. Noise abatement procedures in effect call noise office,

Touchdown, midpoint and rollout rwy visual range avbl Rwy 10R-28L and Rwy 10L-28R. Twy T between the North Ramp and the General Aviation Ramp clsd to through tfc. Twy W between Twy A and the general aviation ramp clsd to acft with wingspan greater than 95'. Acft with wingspan between 79' and 95', must be towed. Twy K between the north ramp and the general aviation ramp clsd to through tfc. Twy F between Rwy 10R-28L and Twy C clsd to acft over 65,000 pounds. Twy F clsd to non-Part 139 acft with wingspan greater than 194'. Twy F clsd to Part 139 acft with wingspan greater than 108'. At the west end arm/dearm area on Twy C no acft of any type may taxi past the arm/dearm area while it is being used. Acft authorized to utilize the northwest ramp or the

north ramp will be towed to/from these ramps. Area of Twy T between M and E3 not visible from tower. Twy T between exits B5 and B6 clsd to acft with wingspan of 118' and greater. Twy J clsd to acft with a wingspan greater than 171'. Acft with wingspan between 125' and 171' on Twy J must be under positive guidance by either towing or wingwalker. Twy V clsd to acft with wingspan greater than 135'. Acft with wingspan greater than 91' prohibited from turning westbound onto Twy A from Twy V unless under tow. 180° turns by acft weighing in excess of 12,500 lbs prohibited on all rwys and taxiways. Rwy 10L and Rwy 28R MALSR OTS indef. Ldg fee.

503-460-4100. Rwy 28L arrivals are noise sensitive, expect apch to Rwy 28R with transition to Rwy 28L.

Commercial acft and operators of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are required to pay a ldg fee. Flight Notification Service (ADCUS) available. MILITARY REMARKS: ANG See FLIP AP/1 for Supplementary Arpt Information. Hazardous bird conditions exist. Phase I May-Oct, Phase II Nov-Apr. Current bird watch conditions are not reported on ATIS. PPR/Official Business Only. Base ops opr 1500-2300Z‡ Mon-Fri exc holiday, DSN 638-4390, C503-335-4390. Ctc Base OPS 15 min prior to ldg and after dep on 281.2. Tran quarters not avbl.

WEATHER DATA SOURCES: ASOS (C503) 284-6771. WSP.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE COMMUNICATIONS: D-ATIS 128 35 269 9 503 493-7557 UNICOM 122.95

OREGON

13

R APP CON 124.35 299.2 (280°-099°) 118.1 (100°-279°) 284.6 (100°-279°) TOWER 118.7 257.8 (Rwy 10L-28R) 123.775 251.125 (Rwy 03-21 and Rwy 10R-28L) GND CON 121.9 132.275 348.6 CLNC DEL 120.125 318.1 (R) DEP CON 124.35 299.2 (280°-099°) 118.1 284.6 (100°-279°) 127.85 290.3 ANG BASE OPS 281.2 (Portland Guard OPS/Guard Comd Post) AIRSPACE: CLASS C svc ctc APP CON RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87′ W122°35.49′ 160° 9.6 NM to fld. 253/21E. (L) VORW/DME 111.8 PDX Chan 55 N45°35.62' W122°36.38' at fld. 23/20E.

VOR/DME unusable: 001°-024° 351°-001° bvd 20 NM blo 5.500'

025°-039° bvd 30 NM

351°-001° byd 34 NM blo 6.500′ 131°-230°

322°-351°

COLUMBIA (H) TACAN CBU (109.2) Chan 29 N45°35.32 W122°36.68' at fld. 22/20E.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ 277° 6.4 NM to fld.

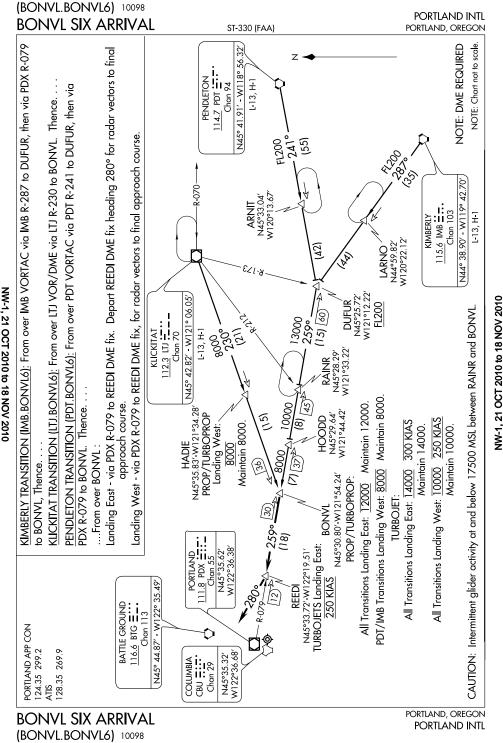
ILS/DME 111.3 I-VDG Chan 50 Rwv 10L. Class IT.

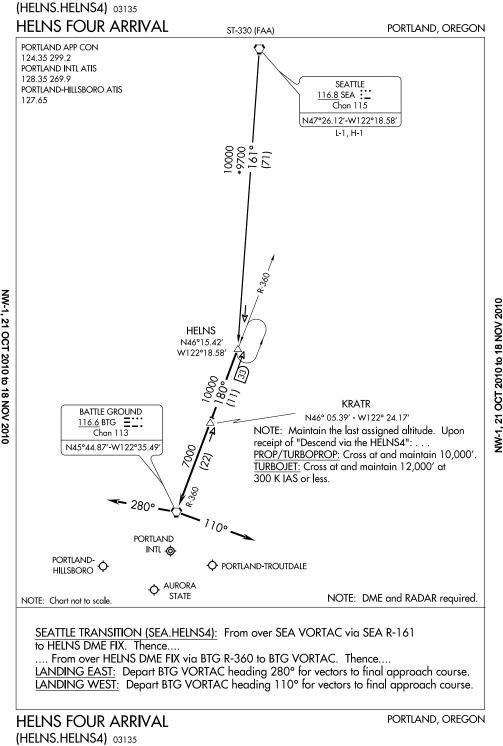
ILS 110.5 I-PDX Chan 42 Rwv 10R. Class IIIE.

ILS 111.3 I-IAP Rwv 28R DME also serves Rwv 10L.

reversal 0.9 NM fm Rwv 281 thid

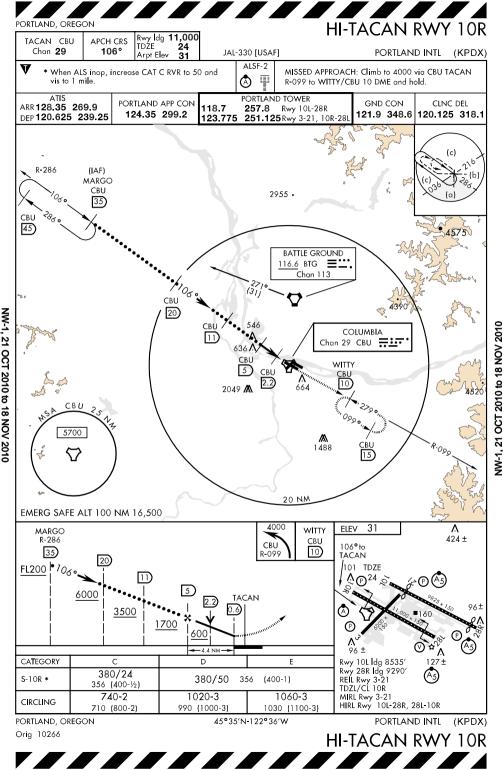
ILS/DME 108.9 I-GPO Chan 26 Rwy 21. LOC only. LOC unusable byd 25° rgt of course ILS 110.5 I-JMJ Chan 42 Rwy 28L. Class IT, Coupled apphs not authorized blo 420' due to GS





. Ν-1,

21 OCT 2010 to 18 NOV 2010



HOT SPOTS

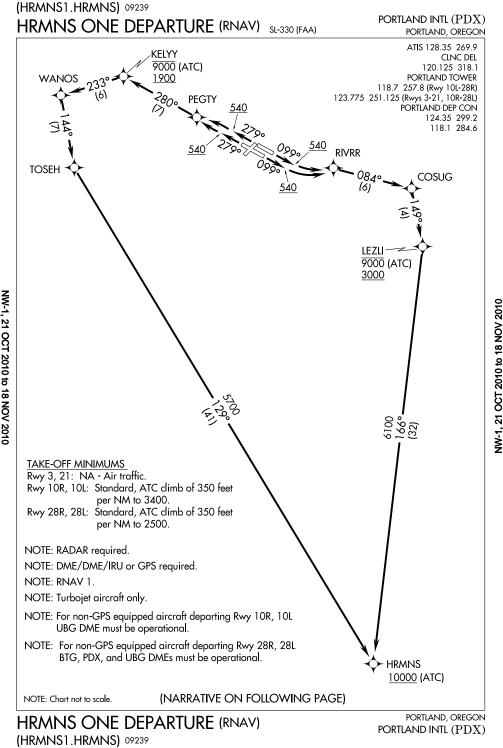
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

increased risk has been reduced or e	•	t spots will remain charted on airport diagrams until such time
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BILLINGS, MT		
BILLINGS LOGAN		
INTL (BIL)	HS 1	Rwy 28R hold line at an unusual location at east edge of run up area.
	HS 2	Twy H crosses Rwy 07 protected area.
BOISE, ID		
BOISE AIR TERMINAL/GOWEN		
FLD (BOI)	HS 1	Multiple hold lines visible, left turn at Twy A for departure on Rwy 10L.
CHEYENNE,WY		, ,
CHEYENNE RGNL/JERRY		
OLSON FIELD (CYS)	HS 1	Confusing twy configuration.
EUGENE, OR		
MAHLON SWEET FIELD (EUG)	HS 1	No access to Rwy 34L past Twy A9.
EVERETT, WA		
SNOHOMISH COUNTY		
(PAINE FIELD) (PAE)	HS 1	Hold line for Rwy 11-29 on Twy A4 and Twy A5 int are more than 500' wide.
	HS 2	Rwy 29 thr in close proximity to ramp areas.
	HS 3	Twy A between Twy A8 and Twy A9 not visible from ATCT.
GREAT FALLS, MT		
GREAT FALLS INTL (GTF)	HS 1	No Rwy 21 access beyond A1.
	HS 2	A3 aligned with Rwy 25, wrong rwy departure risk.
IDAHO FALLS, ID		
IDAHO FALLS RGNL (IDA)	HS 1	Rwy 17-35 Twy C hold bars.
	HS 2	Twy A1 and Rwy 20 apch hold bar.
	HS 3	Rwy 17 and Twy A hold bar.
LEWISTON, ID LEWISTON-NEZ PERCE		
COUNTY (LWS)	HS 1	Twy C and Twy G int close proximity
	110.0	to Rwy 12-30.
	HS 2	Twy G between Rwy 08-26 and Rwy 30 thr. Short distance between rwys.
PORTLAND, OR		
PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point.
SALEM, OR		
MCNARY FLD (SLE)	HS 1	When the ATCT is closed aircraft should not hold at this position if traffic is arriving or departing Rwy 13-31.

21 OCT 2010 to 18 NOV 2010

10266				
		HOT SPOTS		
(CONTINUED)				
CITY/AIRPORT	HOT SPOT	DESCRIPTION*		
CITY/AIRPORT SEATTLE, WA BOEING FIELD/ KING COUNTY INTL (BFI) SEATTLE, WA SEATTLE-TACOMA INTL (SEA)	HS 1 HS 2 HS 1	Twy Z restricted access area. Rwy 13R-31L and Twy A9. Wrong rwy departure risk. Aircraft exiting Rwy 34R via Twy H then Twy J; limited distance between rwys.		
*See appropriate A/FD, Ala:	ska or Pacif	ic Supplement HOT SPOT table for additional information.		



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

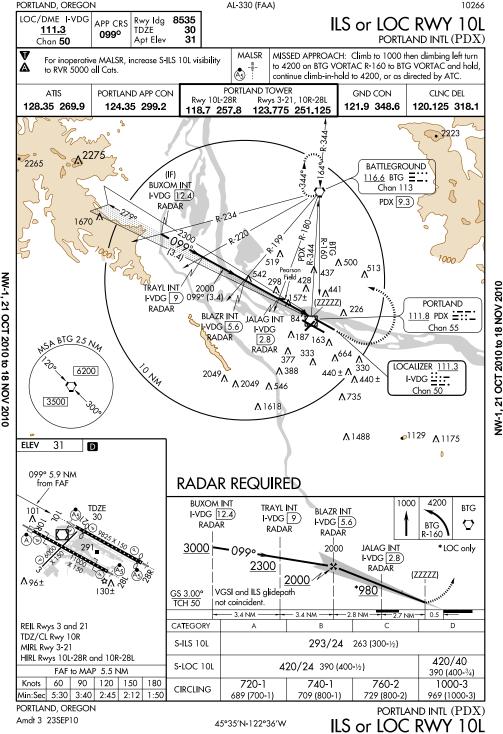
TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

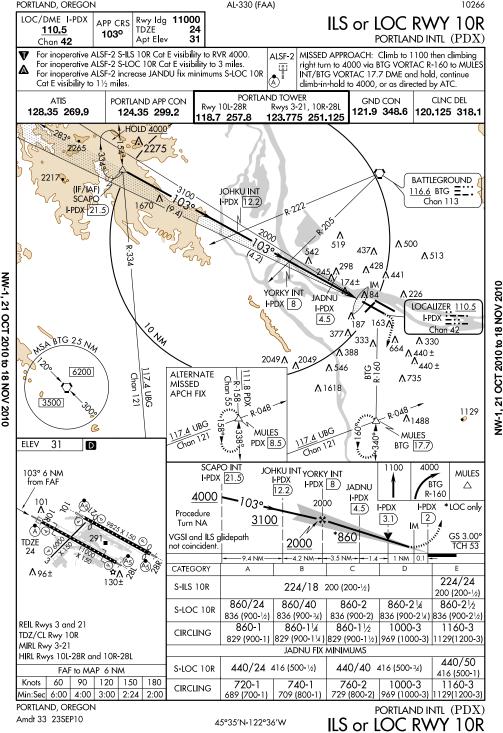
....maintain assigned altitude, expect filed altitude 10 minutes after departure.

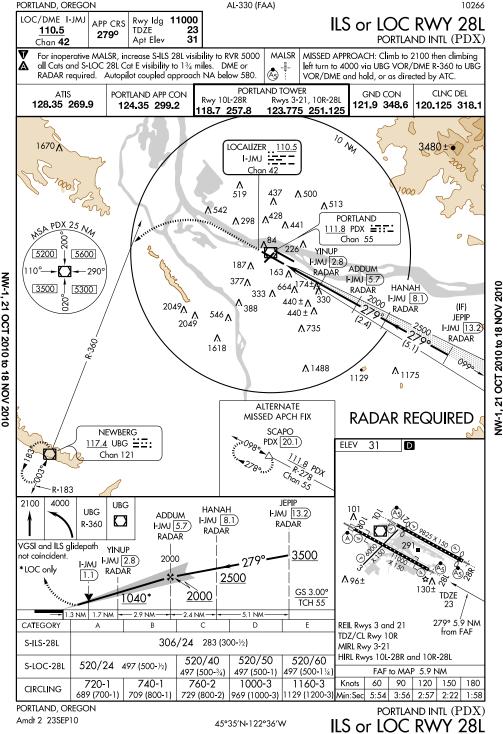
TAKE-OFF OBSTACLE NOTES Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline,

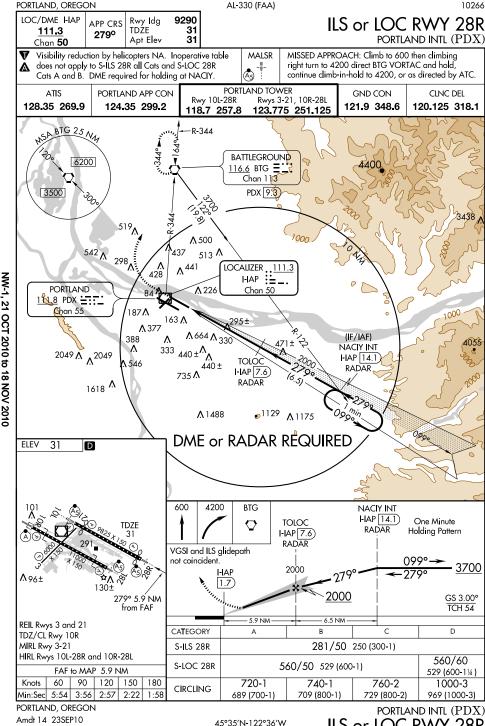
up to 17' AGL/60' MSL. Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.

Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

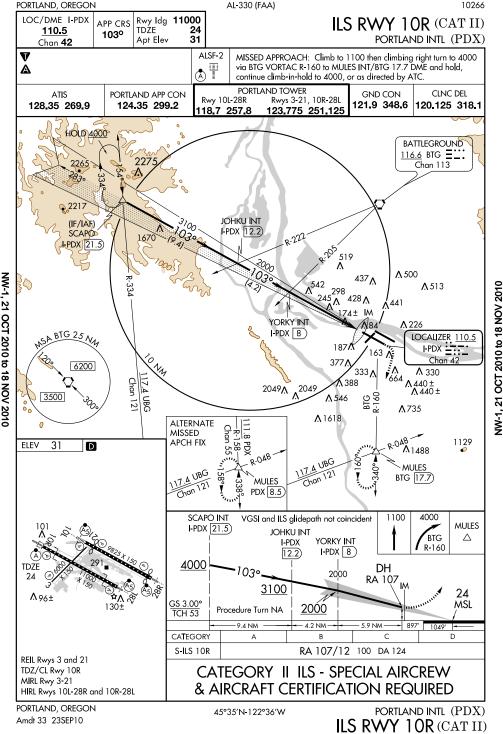


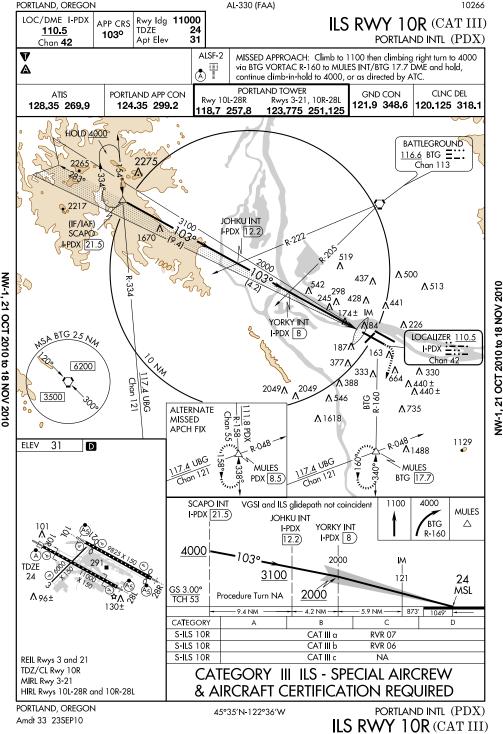


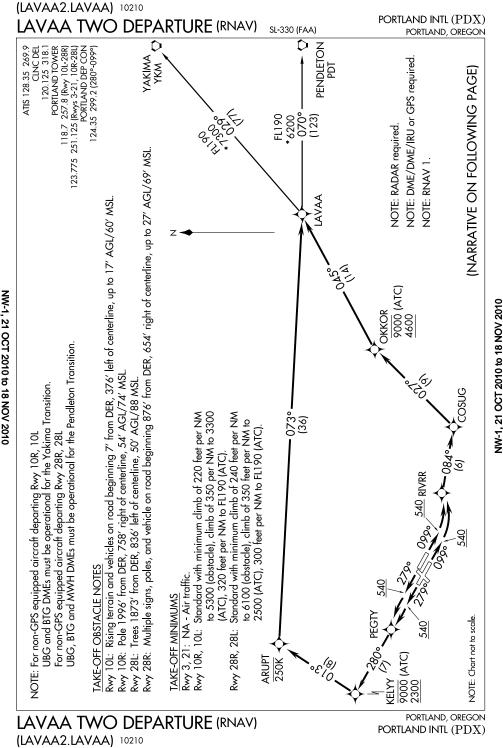




ILS or LOC RWY 28R







V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000 (ATC)/4600, then via track 045° to LAVAA, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000 (ATC)/4600, then via track 045° to LAVAA, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/2300, then right turn via track 013° to ARUPT, then via track 073° to LAVAA, thence....

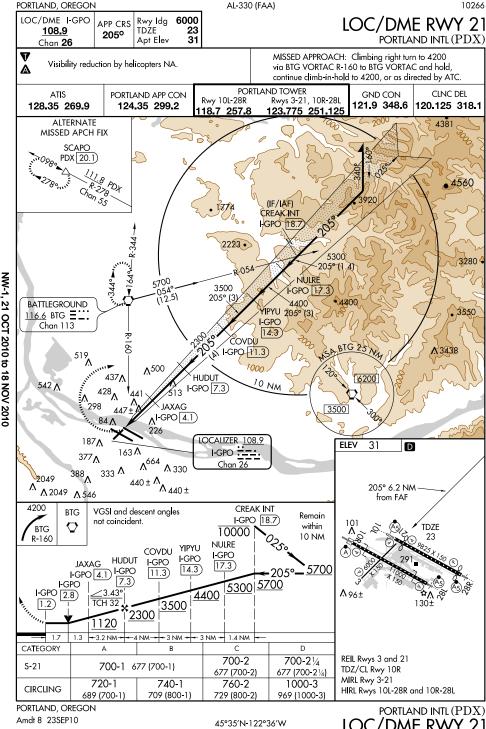
TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/2300, then right turn via

track 013° to ARUPT, then via track 073° to LAVAA, thence....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after

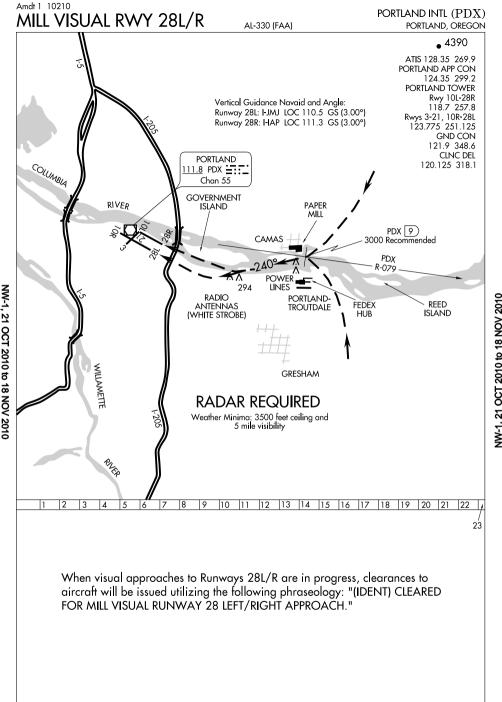
PENDLETON TRANSITION (LAVAA2.PDT)

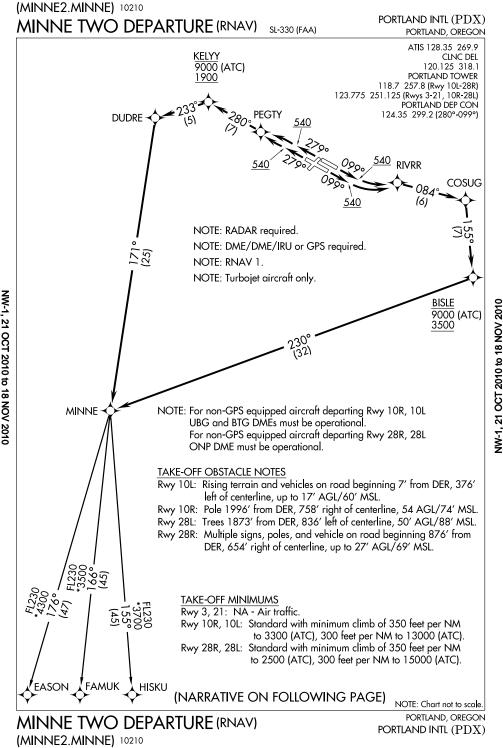
YAKIMA TRANSITION (LAVAA2.YKM)

departure.



LOC/DME RWY 21





MINNE TWO DEPARTURE (RNAV) SL-330 (FAA) V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct to RIVRR,

then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000 (ATC)/3500, then via track 230° to MINNE, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000 (ATC)/3500, then via track 230° to MINNE, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence....

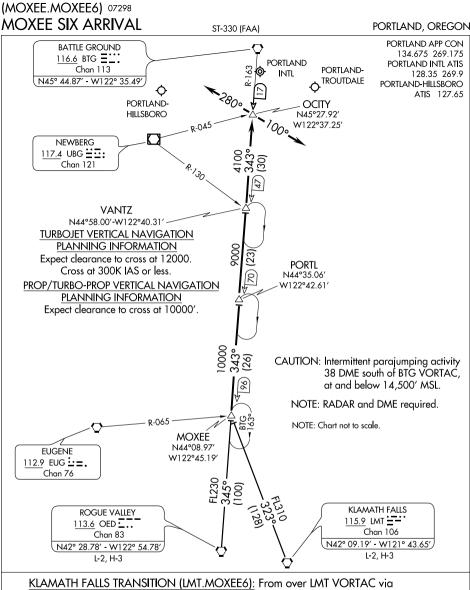
TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

EASON TRANSITION (MINNE2.EASON) FAMUK TRANSITION (MINNE2.FAMUK)

NW-1, 21 OCT 2010 to 18 NOV 2010

HISKU TRANSITION (MINNE2.HISKU)



LMT R-323 to MOXEE INT. Thence

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course. Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

NW-1, 21 OCT 2010 to 18 NOV 2010

PORTLAND, OREGON

Rwy 10L: Standard with minimum climb of 450' per NM to 2900. Rwy 10R: Standard with minimum climb of 400' per NM to 2900

Rwy 21: Standard with minimum climb of 450' per NM to 2900.

Rwy 28L: Standard with minimum climb of 375' per NM to 2900. Rwy 28R: Standard with minimum climb of 350' per NM to 2900.

NOTE: RADAR REQUIRED.

(NARRATIVE ON FOLLOWING PAGE)

PORTLAND SEVEN DEPARTURE

WW-1, 21 OCT 2010 to 18 NOV 2010

PORTLAND SEVEN DEPARTURE

V

NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

SL-330 (FAA)

TAKE-OFF RWY 3: Climb heading 025° to 600, thence....

TAKE-OFF RWY 10L: Climb heading 099° to 500, thence... TAKE-OFF RWY 10R: Climb heading 099° to 500, thence.... TAKE-OFF RWY 21: Climb heading 205° to 500, thence....

TAKE-OFF RWY 28L: Climb heading 279° to 800, thence.... TAKE-OFF RWY 28R: Climb heading 279° to 800, thence....

....via assigned heading expect radar vectors to assigned route/fix. Maintain 3000, expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct BTG VORTAC. Continue climb via BTG R-329 within 10 NM to cross BTG VORTAC: BTG R-355 clockwise R-055 or R-085 clockwise R-115 at or above 5000 feet. Continue climb on course.

TAKE-OFF OBSTACLE NOTES:

Rwy 3: Trees, towers, vehicles on road, sign beginning 1' from DER, on centerline, up to 173' AGL/463' MSL. Trees, vehicles on road, electrical system, building beginning 1675' from DER,

on centerline, up to 113' AGL/413' MSL. Rwy 10L: Vehicles on road beginning at DER, 376' left of centerline, up to

15' AGL/78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to

75' AGL/95' MSL.

Rwy 10R: Pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21: Trees, poles, obst light on DME, beginning 354' from DER, 1' left of

centerline, up to 100' AGL/328' MSL.

Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL. Rwy 28L: Trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL.

Rwy 28R: Building, antennas, vehicles on road beginning 130' from DER, 257' right of centerline, 27' AGL/58' MSL.

RIVER SEVEN DEPARTURE SL-330 (FAA) ATIS 128.35 269.9 CLNC DEL 120.125 318.1 PORTLAND TOWER 118.7 257.8 (Rwy 10L-28R) 123.775 251.125 (Rwys 3-21, 10R-28L) PORTLAND DEP CON 124.35 299.2 118.1 284.6 SEATTLE 116.8 SEA :__ TATOOSH Chan 115 112.2 TOU === N47°26.12′-W122°18.58′ Chan 59 L-1, H-1 N48°17.99′-W124°37.62′ L-1, H-1 **OLYMPIA** 113.4 OLM ----Chan 81 N46°58.30′-W122°54.11 YAKIMA WOODD 116.0 YKM =:= L-1, H-1 N45°39.25' Chan 107 **BATTLEGROUND** W122°46.54' N46°34.22-W120°26.68' 116.6 BTG **= :** Chan 113 L-13, H-1 N45°44.87′-W122°35.49′ PORTLAND L-1. H-1 KLICKITAT 111.8 PDX =:: 112.3 LTJ ∺ . Chan 55 Chan 70 N45°35.62′-W122°36.38′ R-085 N45°42.81′-W121°06.05′ L-1 L-13, H-1 **CROWN NEWBERG** N45°32.76′ 117.4 UBG **ΞΞ:** Chan 121 W122°21.26' N45°21.19′-W122°58.69′ DESCHUTES L-1, H-1 117.6 DSD Chan 123 N44°15.17′-W121°18.21′ L-13, H-1 ROGUE VALLEY **EUGENE** 113.6 OED ... 112.9 EUG :==. Chan 83 Chan 76 N42°28.78′-W122°54.78′ N44°07.25′-W123°13.37′ L-2, H-3 L-1, H-1 NOTE: Take-off Rwys 28L/R for noise abatement intercept the PDX VOR/DME R-277 as soon as practicable. NOTE: RADAR REQUIRED. TAKE-OFF MINIMUMS: Rwy 3: NA - ATC Rwy 10L: Standard with minimum climb of 450' per NM to 2900. Rwy 10R: Standard with minimum climb of 400' per NM to 2900 Rwy 21: Standard with minimum climb of 450' per NM to 2900. Rwy 28L: Standard with minimum climb of 375' per NM to 2900. Rwy 28R: Standard with minimum climb of 350' per NM to 2900. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

RIVER SEVEN DEPARTURE

SL-330 (FAA)

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L/R: Climbing left turn to intercept and proceed via the PDX R-085 or as assigned, thence....

TAKE-OFF RUNWAY 21: Climbing right turn heading 290° or as assigned, thence.... TAKE-OFF RUNWAYS 28L: Climbing right turn to intercept and proceed via the PDX R-277

or as assigned, thence.... TAKE-OFF RUNWAYS 28R: Climbing left turn to intercept and proceed via the PDX R-277 or as assigned, thence....

....expect radar vectors to assigned route. Expect clearance to filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport or leaving 3000', continue climb to assigned altitude and proceed direct to BTG VORTAC, thence via (assigned route). If proceeding via BTG VORTAC R-355 CW R-145, a 340' per

NM climb gradient is required to 13800'. ALTERNATE LOST COMMUNICATIONS: When BTG VORTAC is out of service: If no

contact with ATC leaving 3000', continue climb to assigned altitude direct UBG VOR/DME.

TAKE-OFF OBSTACLE NOTES:

Rwy 10L: Vehicles on road beginning at DER, 376' left of centerline, up to 15' AGL/78' MSL.

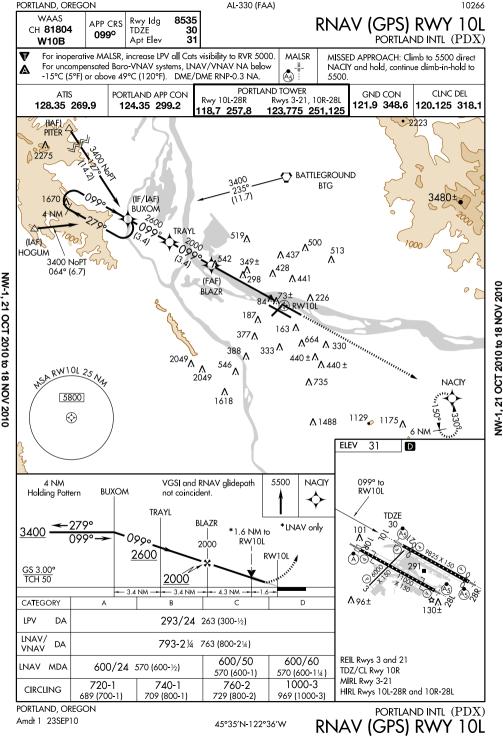
Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL.

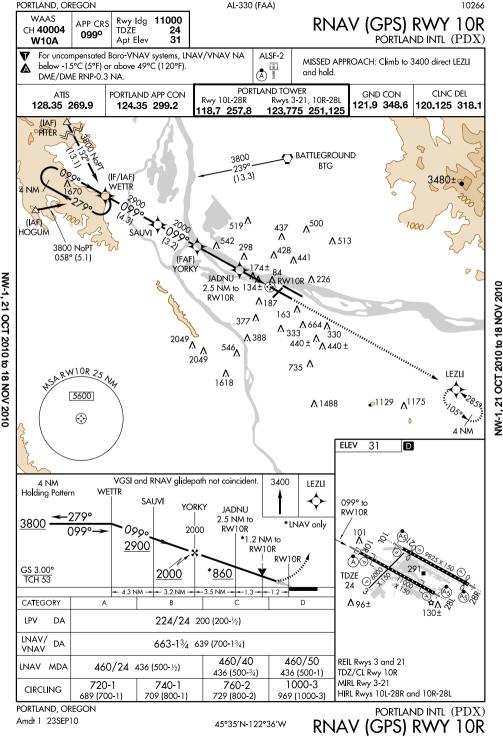
Rwy 10R: Pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL. Rwy 21: Trees, poles, obst light on DME, beginning 354' from DER, 1' left of

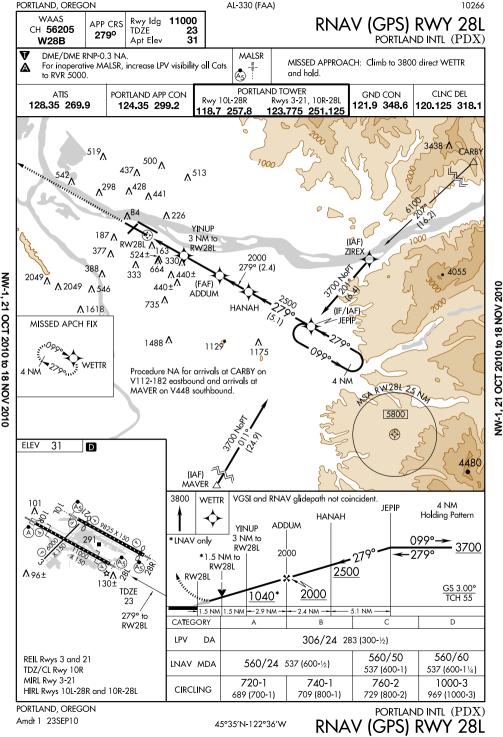
centerline, up to 100' AGL/328' MSL.

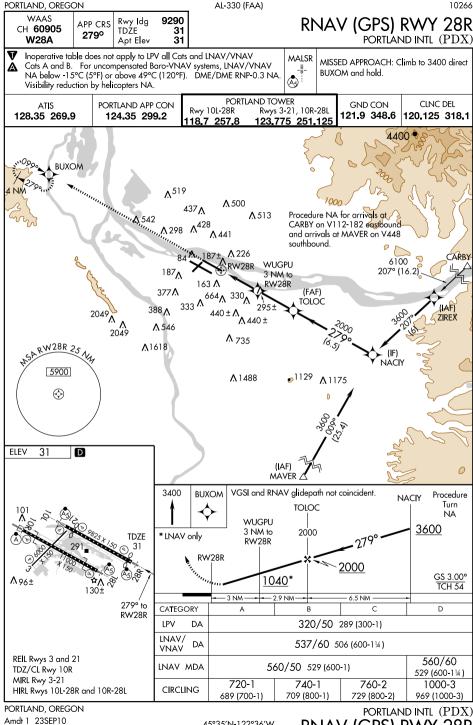
Trees, poles, beginning 1098' from DER, 42' right of centerline, up to 100' AGL/329' MSL.

Rwy 28L: Trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL. Rwy 28R: Building, antennas, vehicles on road, beginning 130' from DER, 257' right of centerline, up to 27' AGL/50' MSL.



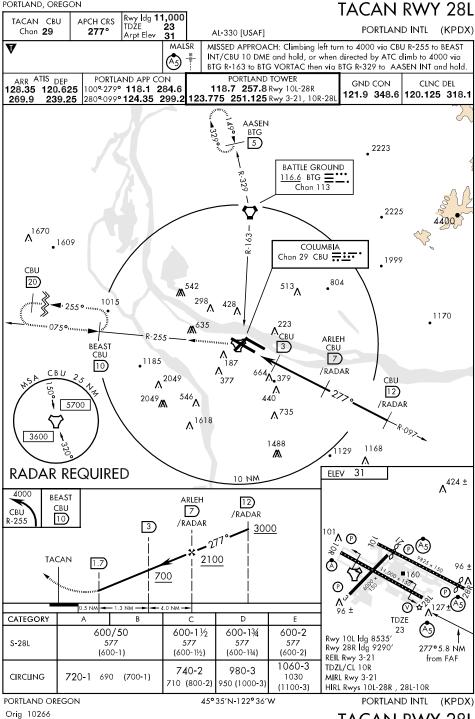






RNAV (GPS) RWY

NW-1, 21 OCT 2010 to 18 NOV 2010



PORTLAND, OREGON

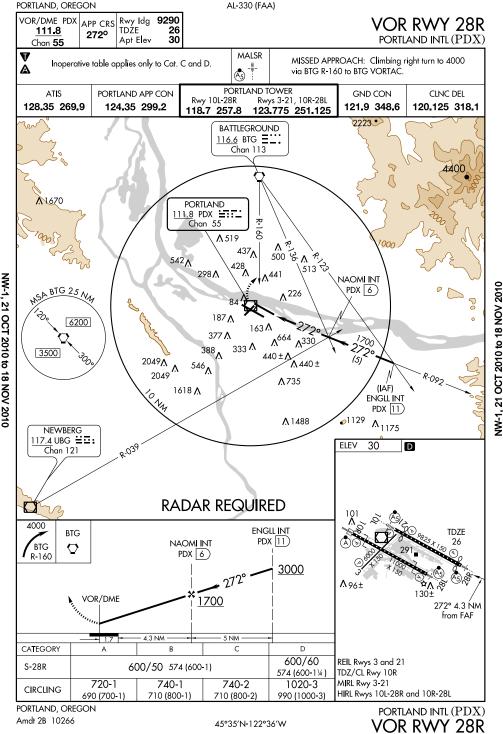
NW-1, 21 OCT 2010 to 18 NOV 2010

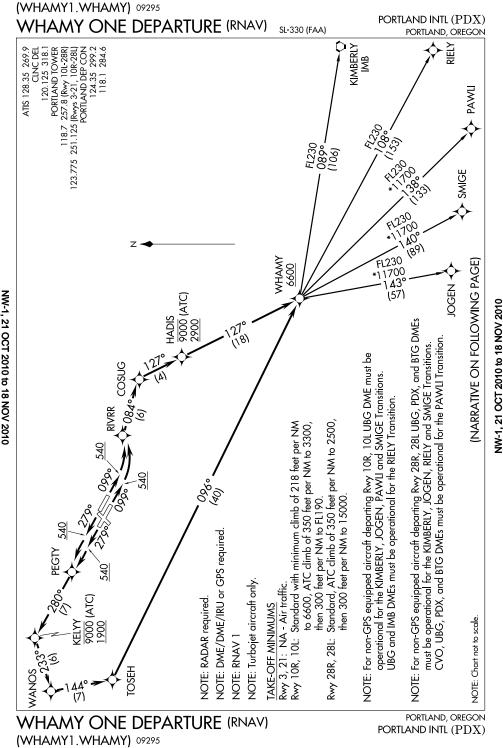
TACAN RWY 28L

PORTLAND, OREGON AL-330 (FAA) VORTAC BTG N/A Rwy Idg VOR-A APP CRS N/A 116.6 TDŹE 161° PORTLAND INTL (PDX) 30 Apt Elev Chan 113 V MISSED APPROACH: Climbing left turn to 4000 via BTG R-160 to BTG VORTAC. Δ PORTLAND TOWER ATIS PORTLAND APP CON GND CON CLNC DEL Rwy 10L-28R Rwys 3-21, 10R-28L 128.35 269.9 124.35 299.2 121.9 348.6 120.125 318.1 118 7 257.8 123.775 251.125 (IAF) NSA BTG 25 Ny RÒARK BTG 10 6200 2400 NoPT 149° (10) 3500 (49° 2223. IAF NW-1, 21 OCT 2010 to 18 NOV 2010 BATTLEGROUND 116<u>.6</u> BTG Chan 113 4400 519 Λ ∧⁵⁰⁰ 1000 437 BTG **∧** 542 **1**513 6 Λ 298 <u>^ 44</u>1 428 **₹**Λ 226 ELEV 30 D 187 A Λ 163 377 🔨 **V**330 **٨** 664 388 V 333 161° 9.1 NM ∧440± 2049 from FAF ⁵⁴⁶∧ **∧** 440 ± 2049 A 4000 **BTG** VORTAC Remain within 10 NM BTG \Diamond R-160 BTG 6) BTG 4100 9.1 1490 1.00 € A 96 ± 130± 2400 880 REIL Rwys 3 and 21 6 NM - 3.1 NM CATEGORY TDZ/CL Rwy 10R Α В D 880-1 880-21/2 1020-3 MIRL Rwy 3-21 880-11/4 CIRCLING HIRL Rwys 10L-28R and 10R-28L 850 (900-1) 850 (900-11/4) 850 (900-21/2) 990 (1000-3) FAF to MAP 9.1 NM DME MINIMA 740-2 1020-3 Knots 60 90 120 150 180 **CIRCLING** 740-1 710 (800-1) Min:Sec 9:06 6:04 4:33 3:38 3:02 710 (800-2) 990 (1000-3) PORTLAND, OREGON PORTLAND INTL (PDX)

Amdt 9C 10266

PORTLAND INTL (PDX) VOR/DME RWY 21





V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes affer departu

JOGEN TRANSITION (WHAMY1.JOGEN)
KIMBERLY TRANSITION (WHAMY1.IMB)

at or above 6600, thence....

PAWLI TRANSITION (WHAMY1.PAWLI)

RIELY TRANSITION (WHAMY1.RIELY)

SMIGE TRANSITION (WHAMY1.SMIGE)

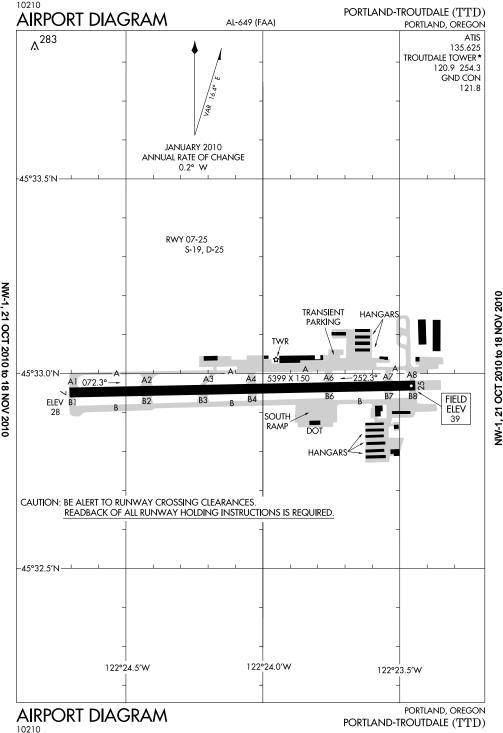
TAKE-OFF OBSTACLE NOTES

Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.

Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.

Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL. Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right

of centerline, up to 27' AGL/69' MSL.



OREGON 132

RWY 07: REIL, VASI(V4L)—GA 3.0° TCH 50', Trees. RWY 25: REIL, PAPI(P4L)-GA 3.0° TCH 47', Trees.

B S4

UNICOM 122.95

(R) PORTLAND DEP CON 124.35

RWY 07-25: H5399X150 (ASPH)

AIRPORT REMARKS: Attended 1500-0600Z‡. CAUTION: Migratory flocks

PORTLAND-TROUTDALE (TTD) 10 E UTC-8(-7DT) N45°32.96′ W122°24.08′

FUEL 100LL, JET A OX 1 NOTAM FILE TTD

S-19, D-25

of waterfowl on and invof arpt, Portland Intl arpt (PDX) Rwy

10L-28R extended centerline crosses arpt. ATCT may issue restrictions due to PDX tfc. Ldg fee. Commercial acft and operators of acft with an FAA certified maximum gross Idg weight that exceeds 10,000 lbs are required to pay a ldg fee. Rwy 25 PAPI is baffled 08° left and right of centerline. ACTIVATE MIRL Rwv 07-25-CTAF, Rwy 07 VASI and PAPI Rwy 25 opr continously.

COMMUNICATIONS: CTAF 120.9 ATIS 135.625 (503) 492-7634

(R) PORTLAND APP CON 124.35 (280°-099°) 118.1 (100°-279°)

GND CON 121.8

AIRSPACE: CLASS D svc 1500-0600Z‡ other times CLASS G.

Chan 113 N45°44 87'

BATTLE GROUND (H) VORTACW 116 6 BTG W122°35.49' 125° 14.4 NM to fld. 253/21E.

WEATHER DATA SOURCES: ASOS 135.625 (503) 492-2887.

TROUTDALE TOWER 120.9 (1500-0600Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

LAKER NDB (MHW) 332 LBH N45°32.46′ W122°27.74′ COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at tower.

PORTI AND-MIII INO MULINO STATE (4S9) 20 S UTC-8(-7DT) N45°12.98' W122°35.41'

S8 NOTAM FILE MMV RWY 14-32: H3425X100 (ASPH) MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 43', Fence, Rgt tfc.

RWY 32: PAPI(P2L)-GA 3.0° TCH 33'.

AIRPORT REMARKS: Unattended, Be alert for weekend glider activity.

Birds on and invof arpt. Rwv 14 designated calm wind rwv. ACTIVATE MIRL Rwy 14-32, twy lgts, and windcone-CTAF. PAPI Rwy 14 and Rwy 32 operate 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 123.05 PORTLAND CLNC DEL 119.95 RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 095° 18.4 NM to fld. 1440/21E. HIWAS.

5399 X 150 œ 059° 2 6 NM to fld

SEATTLE

IAP. AD

SFATTLE

KLAMATH FALLS

H-1B. L-1C

L-1B

POWERS (6S6)1 SE UTC-8(-7DT) N42°52.17' W124°03.56' 326 TPA-1326(1000) NOTAM FILE MMV

RWY 13-31: 2500X60 (TURF) RWY 13: Trees.

RWY 31: Trees. AIRPORT REMARKS: Unattended. Arpt in valley surrounded by high terrain. Livestock and wildlife on and invof arpt. COMMUNICATIONS: CTAF 122.9

(BLUE3.BTG) 03023 BLUE LAKE THREE DEPARTURE

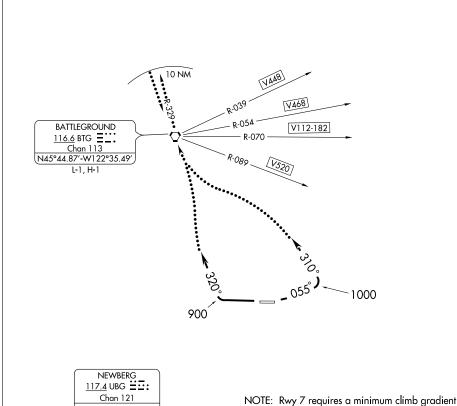
CTAF 120 9

PORTLAND-TROUTDALE (TTD)

SL-649 (FAA)

PORTLAND, OREGON





NOTE: Chart not to scale.

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 055° to 1000', then turn left to 310° or as

TAKE-OFF RUNWAY 25: Climb runway heading to 900', then turn right to 320° or as

NE-bound V468, 4500'; E-bound V112, V182, V520, 4700'; for non airways BTG R-355

of 420' per NM to 4000'.

per NM to 2000'.

Rwy 25 requires a minimum climb of 310'

assigned. LOST COMMUNICATIONS: Proceed direct to BTG VORTAC. Continue climb on the BTG R-329 within 10 NM to cross BTG VORTAC at or above: NE-bound V448, 9400';

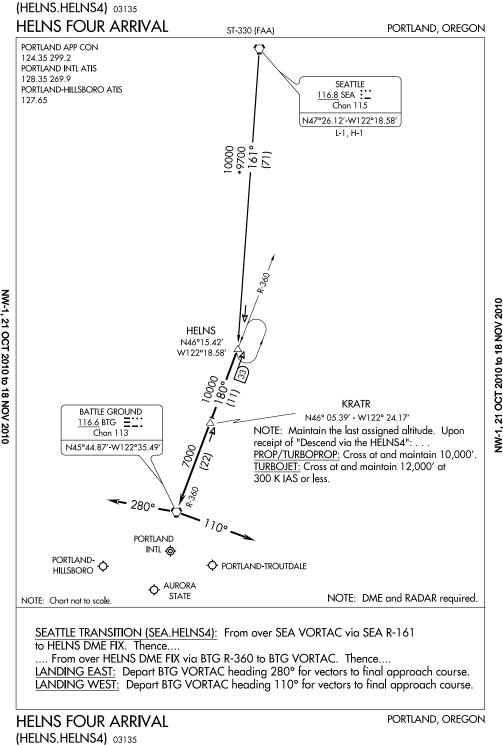
CW BTG R-120, 8800'; all others, 2500'. ALTERNATE LOST COMMUNICATIONS PROCEDURE: When BTG VORTAC is out of service: if no contact with ATC leaving 3000', continue climb to assigned altitude and

proceed direct to UBG VOR/DME, thence via assigned route.

BLUE LAKE THREE DEPARTURE

N45°21.19'

W122°58.69'



LMT R-323 to MOXEE INT. Thence

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

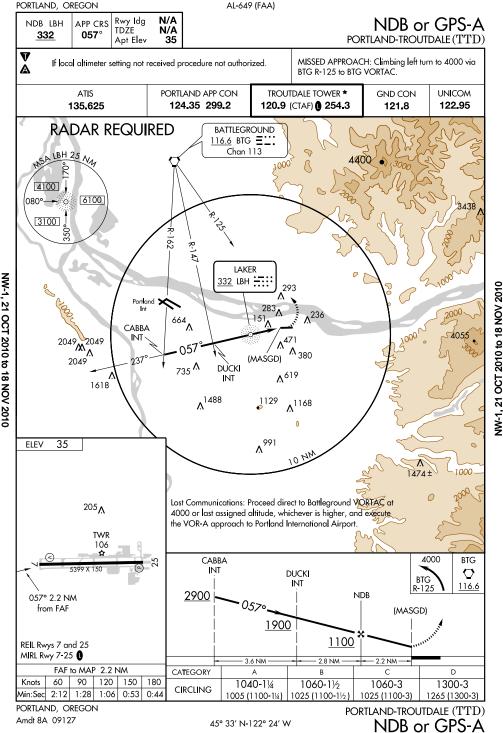
Landing East - Depart OCITY INT heading 280° for vectors to final approach course. Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

MOXEE SIX ARRIVAL

NW-1, 21 OCT 2010 to 18 NOV 2010

PORTLAND, OREGON



KLAMATH FALLS

H-1B, L-13A

IAP

OREGON

PRINEVILLE (S39) 3 SW UTC-8(-7DT) N44°17.22′ W120°54.23′ S4 3250 B FUEL 100LL, JET A NOTAM FILE MMV

RWY 10-28: H5000X75 (ASPH) S-30 MIRL

RWY 10. Trees RWY 28: PAPI(P4R)-GA 3.0° TCH 41'.

RWY 15-33: H4031X40 (ASPH) S-5LIRL

RWY 33: Trees.

AIRPORT REMARKS: Attended Oct-Apr 1500-0100Z±, May-Sep 1500-0200Z‡. 24 hr card lock self-svc fuel avbl. Deer on and invof arpt. Rwy 15-33 limited by arpt operator to 5000 lbs max weight. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 28, and LIRL Rwy 15-33-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122 8 SEATTLE CENTER APP/DEP CON 128.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17'

W121°18.21' 065° 17.4 NM to fld. 4101/18E. HIWAS.

BODEY NDB (HW/LOM) 411 RD N44°18.48′

W121°01.14' 086° 5.1 NM to fld. NDB unusable 091°-111° byd 25 NM blo 14,000'.

PROSPECT STATE (64S) 1 S UTC-8(-7DT) N42°44.59′ W122°29.29′ TPA-3578(1000) NOTAM FILE MMV RWY 02-20: H4000X50 (ASPH)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Unattended. Irregular winter maintenance, arpt may

be clsd by snow. Trees obscure view of rotating bcn from southeast-southwest quadrants of arpt. 80'-100' trees within

2083/19E. HIWAS.

200' of rwy centerline both sides of rwy. Turf tie down area rough. COMMUNICATIONS: CTAF/UNICOM 122.8

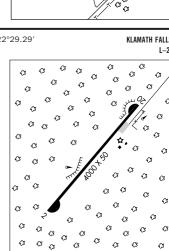
RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

ROGUE VALLEY (H) VORTACW 113.6 OED Chan 83 N42°28 77' W122°54.78' 031° 24.6 NM to fld.

NOTAM FILE MFR.

NDB (LOM) 373 MF 140° 4.9 NM to Rogue Valley Intl. LOM unusable 260°-270° beyond 10NM.

KLAMATH FALLS L-2J

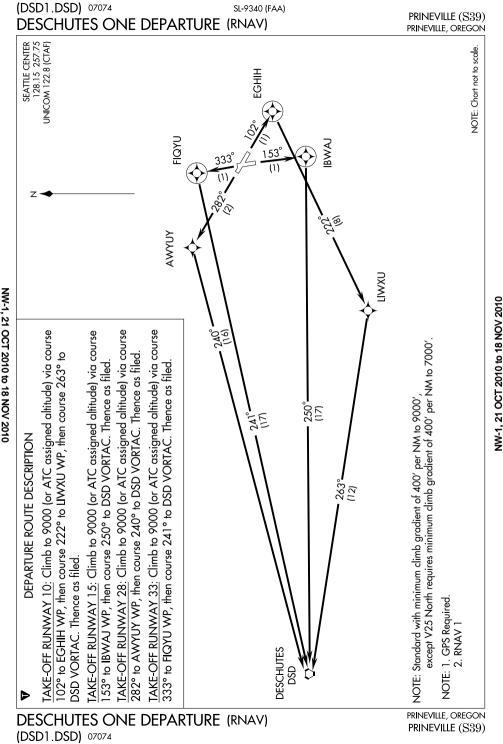


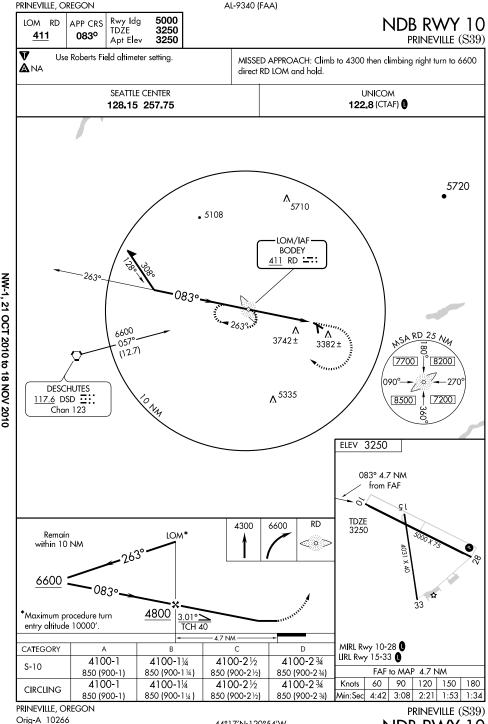
KLAMATH FALLS

REDMOND N44°15.25′ W121°09.15′ RCO 122 5 (MC MINNVILLE RADIO)

PUMIE N42°27.06′ W122°54.80′.

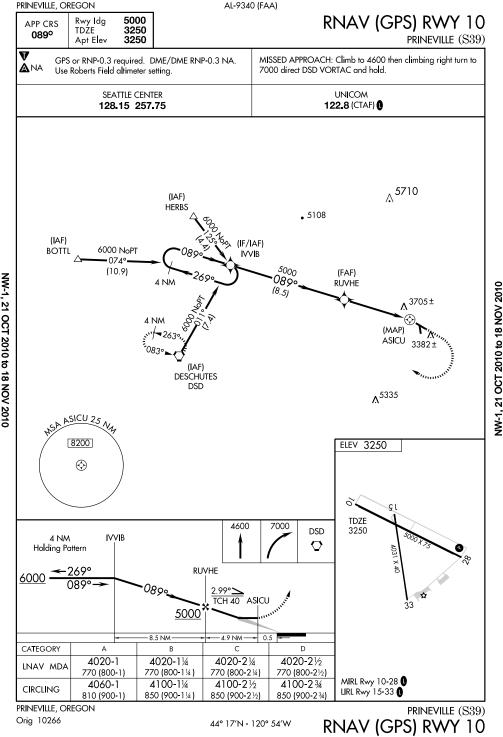
KLAMATH FALLS I-13A

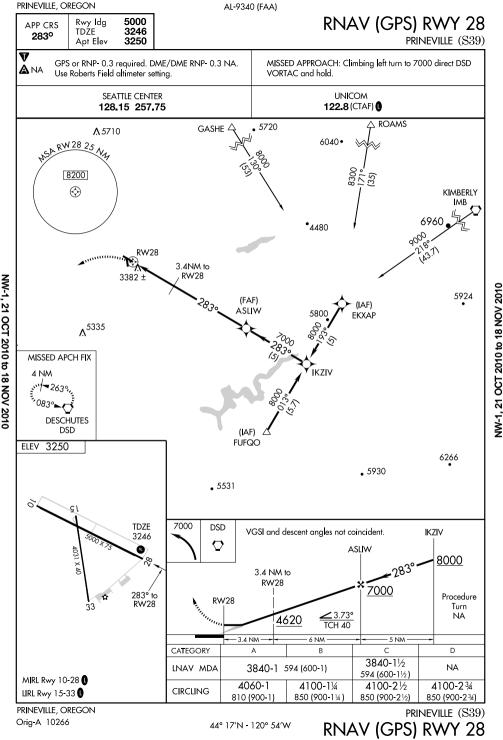


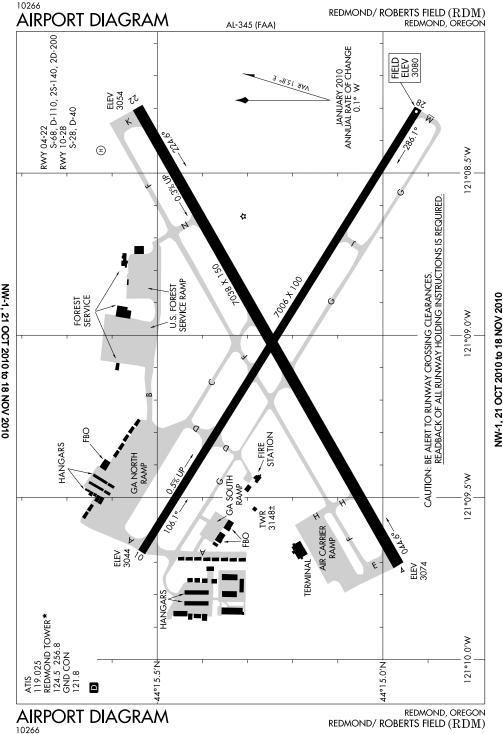


44°17′N-120°54′W

NDB RWY







134 OREGON

1 SE

RWY 04: REIL, VASI(V4L)-GA 3.0° TCH 50'. RWY 22: MALSR, PAPI(P4L)-GA 3.0° TCH 43'. RWY 10-28: H7006X100 (ASPH-GRVD) S-28. D-40

RWY 10: REIL. VASI(V4L)-GA 3.0° TCH 50'. RWY 28: REIL. PAPI(P4L)-GA 3.0° TCH 50'. RUNWAY DECLARED DISTANCE INFORMATION RWY 04: TORA-7038

RWY 04-22: H7038X150 (ASPH-GRVD) S-68, D-110, 2S-140, 2D-200

UTC-8(-7DT) N44°15.24′ W121°09.00′

ASDA-7006 LDA-7006

ASDA-7006 LDA-7006

avbl for use by air carrier acft with more than 30 passenger seats. Terminal apron not avbl for general aviation

COMM/NAV/WEATHER REMARKS: ATC radar svc provided within 40 NM radius by Seattle Center to transponder equipped

IDA-7038

LDA-7038

HIRL

0.3% up SW

FUEL 100LL, JET A. Class I. ARFF Index B. NOTAM FILE RDM

ASDA-7038

ASDA-7038

(RDM)

MIRL 0.5% up SE

REDMOND ROBERTS FLD

3080 R S4

541-410-2938 or 541-480-0014. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call

RWY 10: TORA-7006 TODA-7006

RWY 22: TORA-7038 TODA-7038

RWY 28: TORA-7006 TODA-7006

REIL Rwv 04. Rwv 10 and Rwv 28 and twv lgts-CTAF.

acft. Helipad H1 private use only. When twr clsd ACTIVATE HIRL Rwy 04-22, MIRL Rwy 10-28, MALSR Rwy 22,

TODA-7038

AIRPORT REMARKS: Attended 1330Z‡-dusk. For fuel after hrs call

airport manager 541-548-0646 extension 3496. Acft in excess of SW 28 or DW 40 prohibited from landing or takeoff Rwy 10-28 except with PPR from airport manager when Rwy 04-22 is unavbl. Occasional wildlife on and in vicinity of arpt. Taxiway G restricted to acft 26,000 lbs or less. Taxiway B for forest syc use only, not

COMMUNICATIONS: CTAF 124.5 ATIS 119.025 (541) 548-1742 IINICOM 122 95 REDMOND RCO 122.5 (MC MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 128.15 TOWER 124.5 (1400-0400Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1400-0400Z± other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE RDM.

WEATHER DATA SOURCES: ASOS 119.025 (541) 504-8743.

DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17′ W121°18.21′ 071° 6.6 NM to fld. 4101/18E. HIWAS.

acft only. RDM ATCT does not provide ATC radar svc.

Chan 72

BODEY NDB (HW/LOM) 411 RD N44°18.48′ W121°01.14′ 222° 6 5 NM to fld

Rwv 22. Class IE. LOM BODEY NDB ILS 109.1 I-RDM

ROBERTS FLD (See REDMOND)

ROGUE VALLEY INTL-MEDFORD (See MEDFORD)

REO

N42°35.43' W117°52.09'

ROME

(H) VORTACW 112.5

RCO 122 65 (BOISE RADIO)

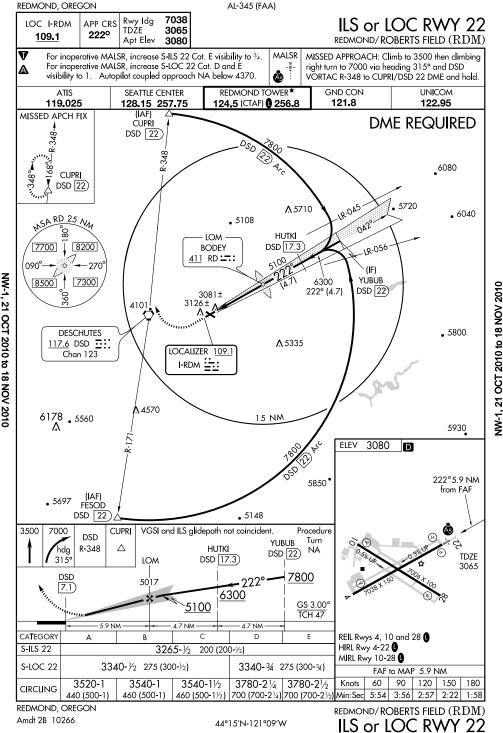
NOTAM FILE REO.

KLAMATH FALLS at Rome State. 4050/19E. H-3C, L-11B

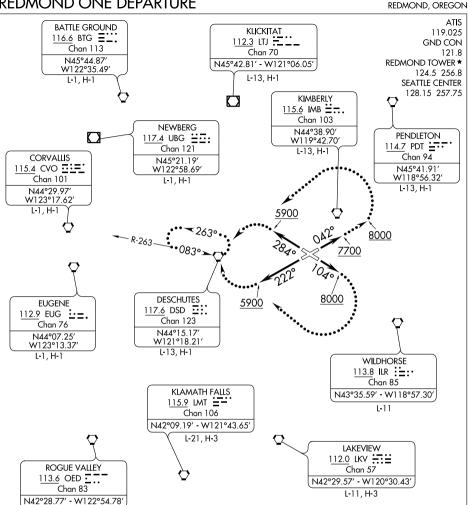
KLAMATH FALLS

H-1B. L-13A

IAP. AD



REDMOND ONE DEPARTURE



TAKE-OFF OBSTACLE

L-21, H-3

Rwy 28: Numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

TAKE-OFF MINIMUMS

Standard with minimum obstacle climb of 371' per NM to 13000, ATC climb of 465' per NM to 7700.

Rwy 10: Standard with minimum climb of 406' per NM to 13000.

Rwy 22: Standard with minimum obstacle climb of 356' per NM to 13000, ATC climb of 406' per NM to 5900.

Rwy 28: Standard with minimum climb of 358' per NM to 13000.

NOTE: RADAR required.

(NARRATIVE ON THE FOLLOWING PAGE)

NOTE: Chart not to scale. REDMOND, OREGON

21 OCT 2010 to 18 NOV 2010

REDMOND ONE DEPARTURE



NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 042° or ATC assigned heading to 7700 for radar vectors to assigned route/fix, Thence. . .

TAKE-OFF RUNWAY 10: Climb heading 104° or ATC assigned heading to 8000 for radar vectors to assigned route/fix, Thence. . .

TAKE-OFF RUNWAY 22: Climb heading 222° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 284° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .

. Maintain 14000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Center after reaching 6000, continue climb to assigned altitude and:

TAKE-OFF RUNWAY 4: Continue climb to 8000, then climbing left turn direct

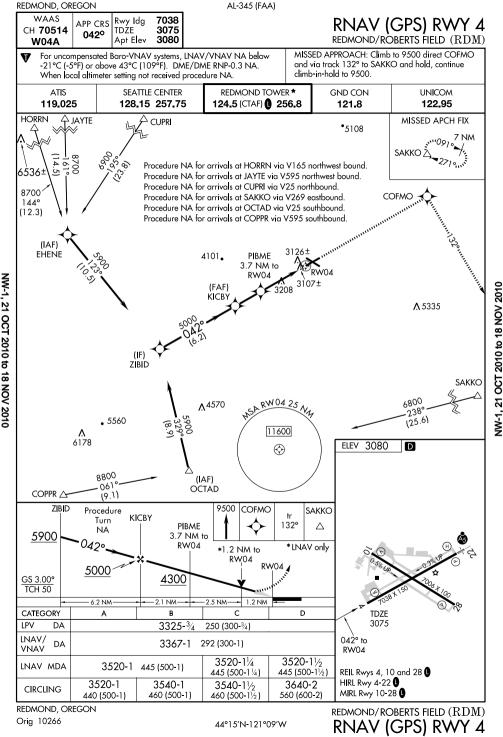
DSD VORTAC. . . . TAKE-OFF RUNWAY 10: Climbing right turn direct DSD VORTAC. . . .

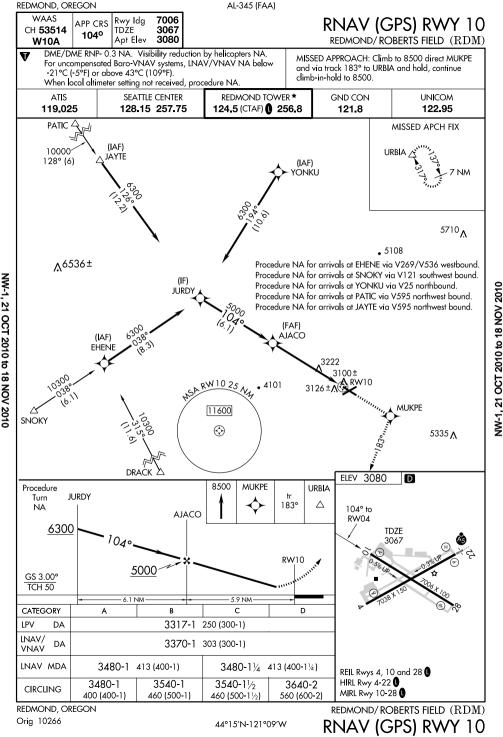
TAKE-OFF RUNWAY 22: Climbing right turn direct DSD VORTAC. . . .

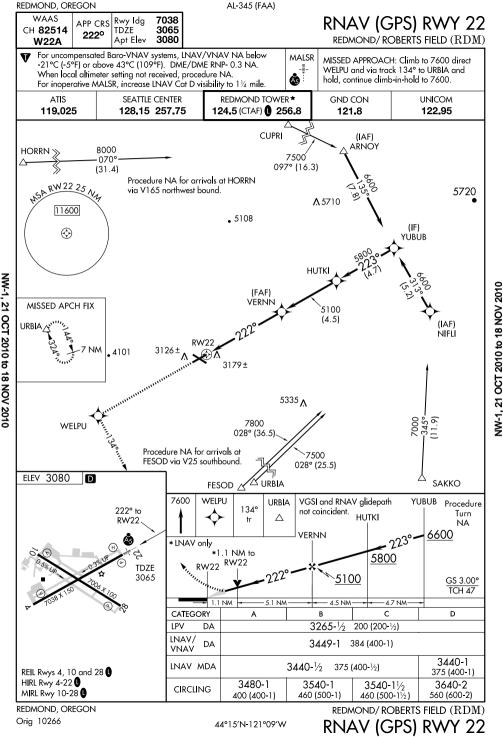
TAKE-OFF RUNWAY 28: Climbing left turn direct DSD VORTAC. . . .

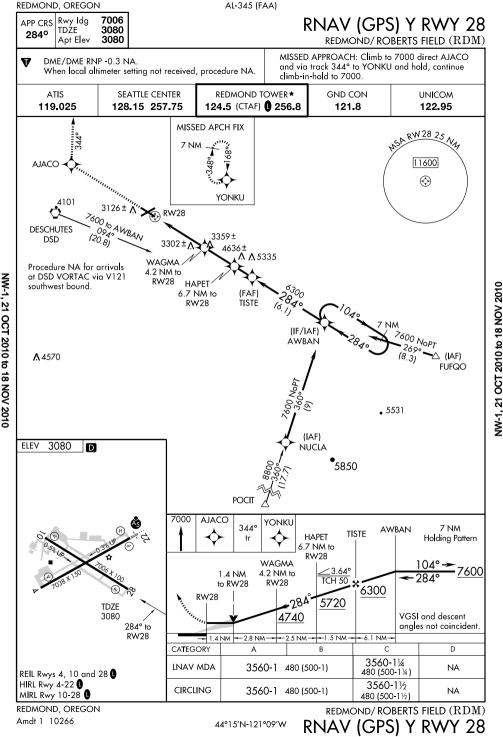
. . . Climb-in-hold at DSD VORTAC (hold W, LT, 083° inbound) to cross DSD VORTAC

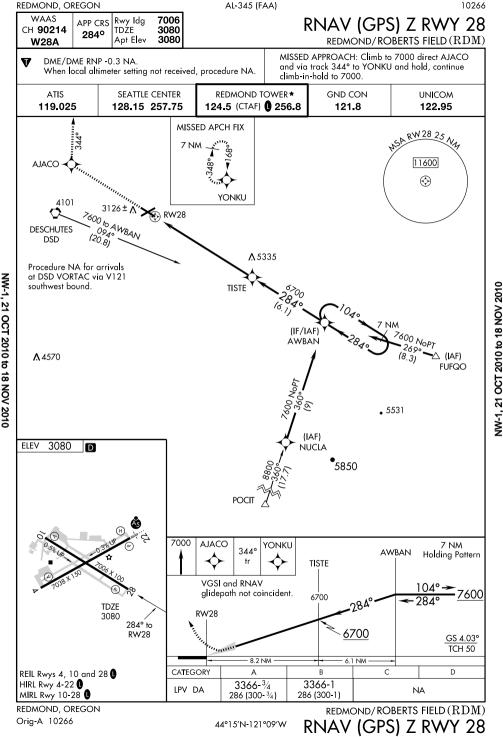
at or above the MEA before proceeding on course.



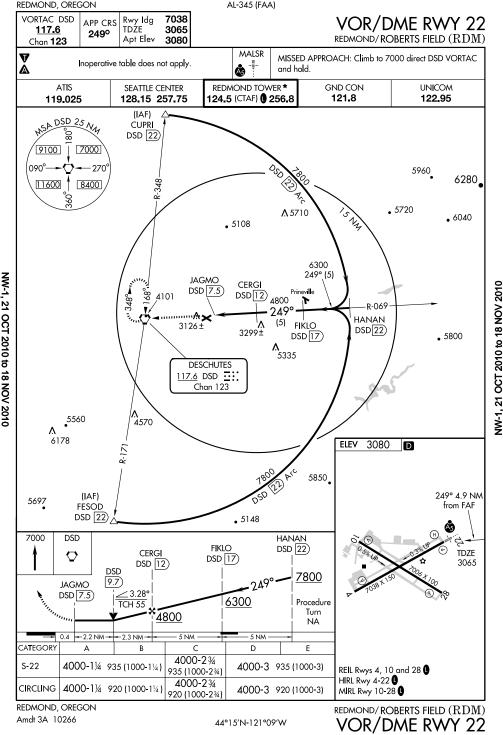








REDMOND, OREGON AL-345 (FAA) VORTAC DSD N/A Rwy Idg /OR-A APP CRS N/A 117.6 TDŹE 071° REDMOND/ROBERTS FIELD (RDM)Apt Elev 3080 Chan 123 V MISSED APPROACH: Climb to 4000 then climbing right turn to 7900 via heading 210° and DSD R-143 to DSD VORTAC and hold REDMOND TOWER★ **ATIS** SEATTLE CENTER GND CON UNICOM 124.5 (CTAF) 0 256.8 121,8 122.95 119.025 128.15 257.75 HORRN DSD 20 1/50 (IAF) 1701 ↑ 5710 **HERBS** (IAF) 1900 NOPT to TABSE DSD [10) HERLD 5108 DSD 10 Arc DSD [10] $\Lambda 6536 \pm$ (IAF) BOTTL DSD [10) (IAF) **EENIE** DSD [15) NW-1, 21 OCT 2010 to 18 NOV 2010 17900 NoPT 0830 Prineville 7 R-263 4201± TABSE 3126± 083° DSD 10 5900 NoPT 083° (10) 3339± IAF -**DESCHUTES 1** 5335 117.6 DSD ... Chan 123 DSD 25 Ny 9100 7000 ELEV 3080 Б 090 11600 8400 ۸ 4570 071° 6.1 NM • 5560 from FAF **∆**6178 7900 DSD 4000 DSD Remain VORTAC ♡ R-143 hdg within 10 NM 210° DSD 7900 6.1 083° REIL Rwys 4, 10 and 28 **1** 5900 HIRL Rwy 4-22 0 MIRL Rwy 10-28 1 6.1 NM CATEGORY С D FAF to MAP 6.1 NM 3600-11/2 3640-2 Knots 60 90 120 150 180 **CIRCLING** 3600-1 520 (600-1) 560 (600-2) 3:03 2:02 Min:Sec 6:06 4:04 2:26 520 (600-11/2) REDMOND, OREGON REDMOND/ROBERTS FIELD (RDM) Amdt 5A 10266



OREGON

N42°34.66′ W117°53.13′

RWY 03-21: 6000X150 (GRVL) AIRPORT REMARKS: Unattended. Sage growing in primary sfc. Rwy 03-21 sagebrush growing on west portion of rwy. Rwy 03-21 limited by arpt operator to 8000 pounds single wheel gear. COMMUNICATIONS: CTAF 122.9

(REO)

TPA-5053(1000)

20 SW

UTC-8(-7DT)

N42°35.43'

NOTAM FILE REO

ROME STATE

RC0 122.65 (BOISE RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE REO. (H) VORTACW 112.5 REO Chan 72 W117°52.09' at fld. 4050/19E.

135

KLAMATH FALLS

KLAMATH FALLS

L-1A

IAP

O C

€3

GEORGE FELT (5S1) 3 W NOTAM FILE MMV RWY 10-28: 2300X100 (TURF)

ROSEBURG RGNL

ROSFBURG

RWY 10: Trees. AIRPORT REMARKS: Attended irregularly, Deer frequently on rwy, Migratory flocks of waterfowl on and in vicinity of arot.

S4

VASI opr continuously.

RWY 16-34: H4602X100 (ASPH)

RWY 28: Trees. Rgt tfc. Soft earth off rwy and taxiway when wet. For noise abatement fly to river before turning. Monitor Roseburg Rgnl CTAF/UNICOM for conflicting acft.

COMMUNICATIONS: CTAF 122 9

waterfowl on and in vicinity of arpt. CAUTION advised. ACTIVATE

(RBG) 1 NW

UTC-8(-7DT) N43°14.33′ W123°21.35′

FUEL 100LL, JET A OX 1 NOTAM FILE RBG MIRL S-42, D-54, 2D-88 RWY 16: REIL. Thid dspicd 700'. Pole. RWY 34: REIL. VASI(V2L)-GA 3.0° TCH 53'. Thid dsplcd 371'. Tree. AIRPORT REMARKS: Attended 1600-0100Z±, Migratory flocks of

UTC-8(-7DT) N43°13.49' W123°23.82'

MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34-CTAF. Rwy 34 WEATHER DATA SOURCES: ASOS 135.475 (541) 673-1483. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.55 (MC MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 121.4 RADIO AIDS TO NAVIGATION: NOTAM FILE RBG.

N43°10.95'

NOTAM FILE RBG.

(L) VORW/DME 108.2 RBG Chan 19 W123°21.14' 337° 3.4 NM to fld. 1320/20E.

ROSEBURG N43°10.95′ W123°21.14′ (L) VORW/DME 108.2 RBG Chan 19

C3 ^{C3} તું લ જ

070°-130° beyond 20 NM below 8000' 130°-150° beyond 20 NM below 7000'

VOR unusable:

240°-290° beyond 25 NM below 5000' RCO 122.55 (MC MINNVILLE RADIO)

 $337^{\circ}\,3.4$ NM to Roseburg Rgnl. 1320/20E. DME unusable: 070°-130° beyond 20 NM below 8000' 130°-190° beyond 30 NM below 7000'

KLAMATH FALLS H-1B, L-1A

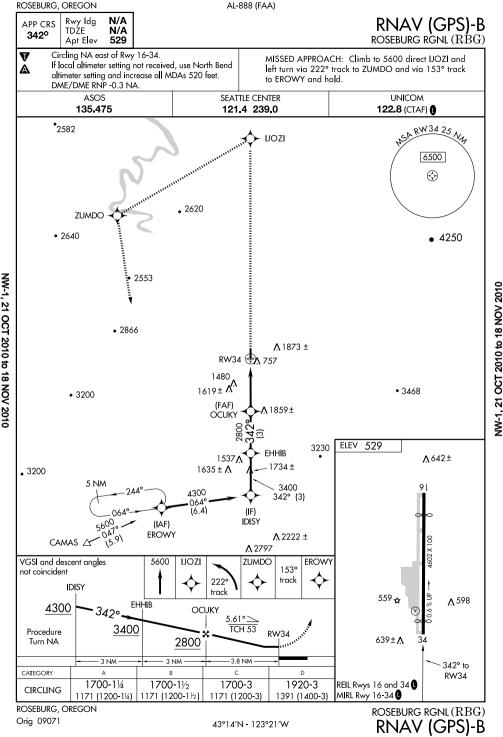
240°-320° beyond 25 NM below 5000'

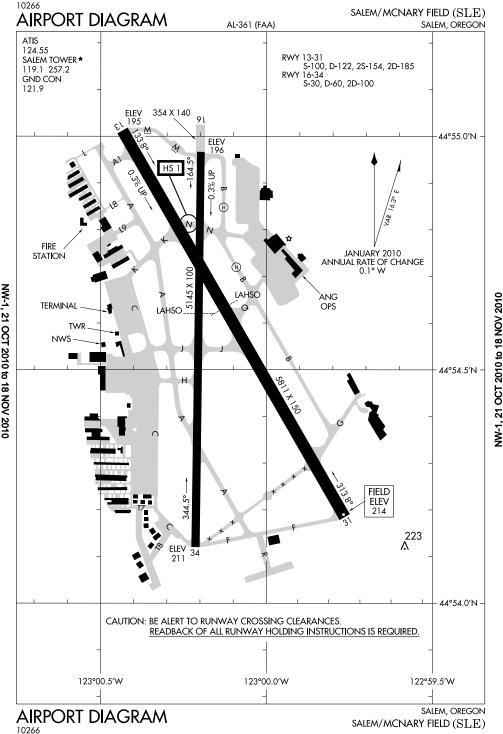
SALEM N44°55.14′ W123°00.54′

I-1R

SEATTLE

RCO 122 6 (Mc MINNVII I F RADIO)





136 OREGON

SALEM

McNARY FLD

MIRL 0.3% up S RWY 16: REIL, PAPI(P4L)-GA 3.0° TCH 40', Road.

RWY 13: ODALS. REIL. VASI(V4L)-GA 3.0° TCH 51'. Road.

2 SE UTC-8(-7DT) N44°54.57′ W123°00.15′

S-30, D-60, 2D-100

S-100, D-122, 2S-154, 2D-185

FUEL 100LL, JET A OX 1, 3 Class IV, ARFF Index A

RWY 34: REIL, PAPI(P4L)—GA 4.0° TCH 44', Tree. LAND AND HOLD SHORT OPERATIONS

(SLE)

RWY 13-31: H5811X150 (ASPH-GRVD)

RWY 16-34: H5145X100 (ASPH-GRVD)

S4

RWY 31: MALSR. Tree.

LANDING HOLD SHORT POINT DIST AVRI RWY 31 16-34

3150 RWY 34 13-31 3050 AIRPORT REMARKS: Attended 1530Z‡-dusk. Self fueling (100LL only) avbl 24 hrs a day. Jet A avbl after normal business hrs with

advanced notice at 503-508-4178 or 503-364-0111. CAUTION: Rising terrain west of arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager on

WEATHER DATA SOURCES: ASOS (503) 371-1062. COMMUNICATIONS: CTAF 119.1 ATIS 124.55

503-588-6314. PPR required for parking acft on general aviation ramp over 99,000 lbs call airport manager 503-588-6314. Bird hazard: Heavy concentration waterfowl adi to arpt and approaches to all rwys. Twy A from Twy L to L9 not visible from ATCT. Flocks of

When twr clsd ACTIVATE HIRL Rwy 13-31, MIRL Rwy 16-34, REILS Rwy 13, Rwy 16 and Rwy 34, MALSR Rwy 31 and ODALS Rwv 13-CTAF.

SALEM RCO 122.6 (MC MINNVILLE RADIO) R SEATTLE CENTER APP/DEP CON 125.8 SALEM TOWER 119.1 (1500-0500Z‡) GND CON 121.9

AIRSPACE: CLASS D svc 1500-0500Z‡ other times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE MMV. NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19' W122°58.69'

1440/21E. HIWAS.

TURNO NDB (LOM) 266 SL

ILS/DME 110.3 I-SLE Chan 40 Rwy 31. closed. Localizer back course unusable beyond 16 NM below 2,400'.

SANDY

SEATTLE

UNICOM 122.95

N44°50.85′ W122°57.06′ 330° 4.3 NM to fld. LOM unmonitored when twr clsd. LOM TURNO NDB. ILS and LOM unmonitored when tower

Chan 113 N45°44.87' W122°35.49' 129° 27.3 NM to fld.

geese concentrated transiting CLASS D airspace at TPA Oct-May. Noise abatement procedures in effect.

NOTAM FILE SLE

0.3% up SE

C3 C3

HIRL

161° 26 6 NM to fld

L-1B

SFATTLE

SEATTLE

IAP. AD

H-1B, L-1B

COUNTRY SQUIRE AIRPARK (S48) 3 S

S-7 RWY 25: Trees.

1175 RWY 07-25: H3095X32 (ASPH)

RWY 07: Trees.

UTC-8(-7DT) N45°21.27' W122°16.08' NOTAM FILE MMV

AIRPORT REMARKS: Attended irregularly. CAUTION: Watch for deer on and in vicinity of arpt. Sink hole located 75' N of

the AER 25. Rwy 07-25 loose gravel on surface, grass growing in cracks. Ldg fee. Overnight tiedown fee and landing fee for non based acft. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG

253/21E.

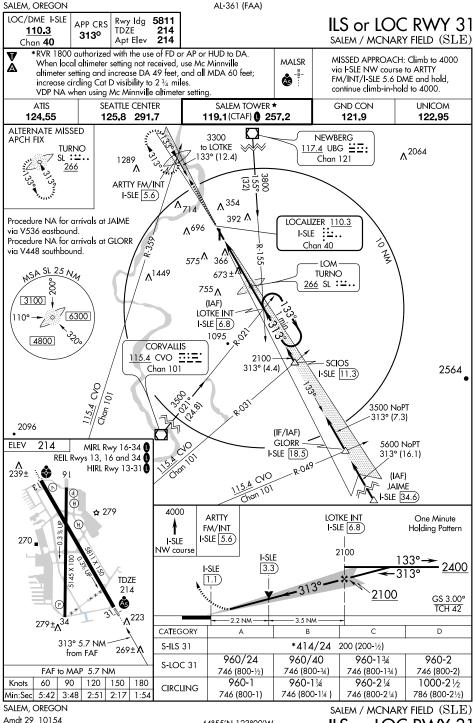
SANDY RIVER

COMMUNICATIONS: CTAF/UNICOM 122 8

(Ø3S) 1 NE UTC-8(-7DT) N45°24.10' W122°13.72'

704 S3 FUEL 100LL TPA—See Remarks NOTAM FILE MMV RWY 08-26: 2115X100 (TURF)

RWY 08: Trees. RWY 26: Tree. AIRPORT REMARKS: Attended sunrise-sunset. Extensive ultralight activity on and in vicinity of arpt. Ultralight operations use right traffic and TPA-1304(600), do not land on turf adjacent to rwy. Rwy 08-26 not marked.



ILS or LOC RWY 31

LAND AND HOLD SHORT OPERATIONS (LAHSO)

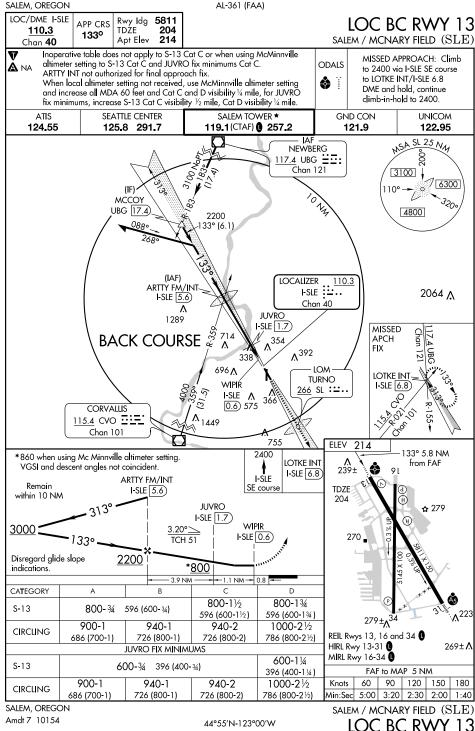
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

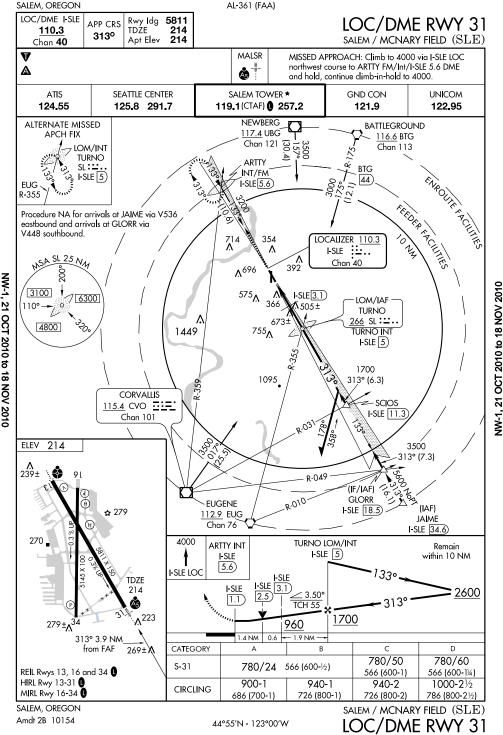
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

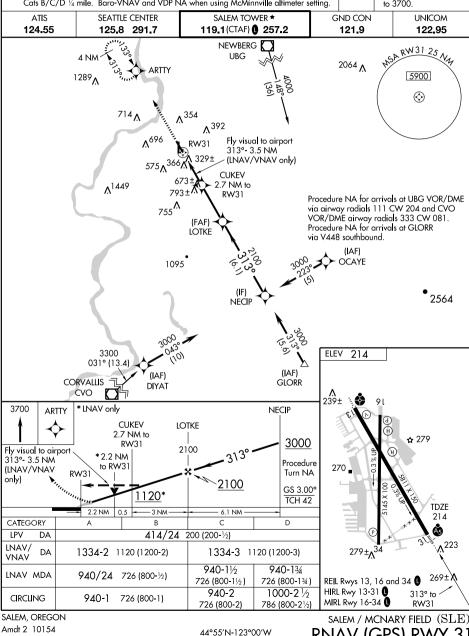
The Aeronautical Information Manual contains specific details on hold-short operations and markings.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.			
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BOZEMAN, MT			
GALLATIN FIELD (BZN)	12	03-21	6,841 feet
MOSES LAKE, WA			
GRANT COUNTY INTL (MWH)	04	14L-32R	4,700 feet
	14L	04-22	7,550 feet
	22	14L-32R	4,650 feet
	32R	04-22	5,050 feet
PORTLAND, OR			
PORTLAND-HILLSBORO (HIO)	12	02-20	4,922 feet
SALEM, OR			
MCNARY FIELD (SLE)	31	16-34	3,150 feet
	34	13-31	3,050 feet
SPOKANE, WA			
SPOKANE INTL (GEG)	07	03-21	2,800 feet
	21	07-25	7,000 feet
	25	03-21	4,350 feet
TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY			
RGNL (TWF)	07	12-30	4,500 feet
, ,	25	12-30	3,600 feet

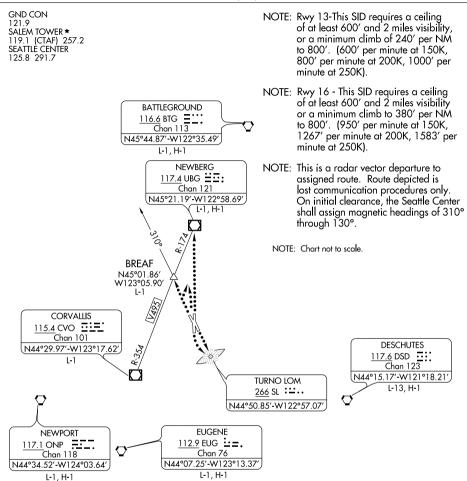
21 OCT 2010 to 18 NOV 2010







RNAV (GPS) RW



V

NW-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb via specified turn and heading, contact Seattle Center for vectors to assigned

LOST COMMUNICATIONS: If not in contact with Seattle Center after reaching 2000', continue climb to assigned altitude.

Take-off runways 13 and 16: (Rwy 16 turn left) proceed direct to SL LOM thence via (assigned route).

Take-off runways 31 and 34: (Rwy 31 right turn) proceed direct to UBG VOR/DME thence via (assigned route).

Helicopter only-runways 31 and 34: (Rwy 34 turn left) intercept and proceed outbound on the SL LOM 310° bearing to BREAF INT, thence via (assigned route).

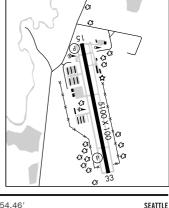
KLAMATH FALLS

SANTIAM JUNCTION STATE (8S3) 0 S UTC-8(-7DT) N44°26.07′ W121°56.54′ 3780 TPA-4780(1000) NOTAM FILE MMV RWY 06-24: 2800X150 (GRVL)

RWY 06: Trees. RWY 24: Trees. AIRPORT REMARKS: Unattended. Arpt CLOSED Nov 1-May 1 or when covered by snow. Owner advises ctc with Department of Aviation 503-378-4880 prior to use. Land to east tkf to west. Arpt surrounded by trees and high terrain. Rwy 06-24 marked with white tires at corners. Rwy thIds marked with white tires at corners. State

Highway Maintenance Station nearby. COMMUNICATIONS: CTAF 122.9 SCAPPOOSE INDUSTRIAL AIRPARK (SPB) 1 NE UTC-8(-7DT) N45°46.26' W122°51.71' SEATTLE S4 FUEL 100LL, JET A NOTAM FILE SPB H-1B,L-1C

RWY 15-33: H5100X100 (ASPH-RFSC) S-30, D-50, 2D-90 MIRL 0.5% up NW IAP RWY 15: REIL, PAPI(P4R)—GA 3.73° TCH 41', Tree. RWY 33: PAPI(P4L)-GA 3.0° TCH 40'. Rgt tfc. AIRPORT REMARKS: Attended 1600Z‡-dusk. Extensive ultralight activity on west side parallel twy. PAPI Rwy 33 OTS indef. WEATHER DATA SOURCES: ASOS 135.875 (503) 543-6401. COMMUNICATIONS: CTAF/UNICOM 122.8 R PORTLAND APP CON 124.35 R PORTLAND DEP CON 133.0 **CLNC DEL** 121.65 RADIO AIDS TO NAVIGATION: NOTAM FILE PDX. BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87' 256° 11.4 NM to fld. 253/21E. W122°35.49' ILS/DME 111.1 I-FKO Chan 48 Rwv 15. LOC only, LOC unusable bvd 20° west of course.



B TPA-1012(1000) NOTAM FILE MMV RWY 16-34: H2211X50 (ASPH) S-12 LIRL

SEASIDE MUNI (56S)

SILETZ BAY STATE

RWY 03: Fence.

4492

RWY 16: Thid dspicd 155'. Trees. RWY 34: Tree. AIRPORT REMARKS: Unattended. Birds and elk on and in vicinity of rwy. COMMUNICATIONS: CTAF 122.9

ASOS 118.375 541-471-1460

NOTAM FILE MMV RWY 03-21: 3000X55 (GRVL-DIRT)

and sage throughout primary sfc. COMMUNICATIONS: CTAF 122 9

SEXTON SUMMIT STX N42°36.00′ W123°22.04′/3838.

RCO 122.5 (MC MINNVILLE RADIO)

SEXTON SUMMIT N42°35.99' W123°22.04'

1 NE UTC-8(-7DT) N46°00.90' W123°54.46' KLAMATH FALLS

RWY 21: Fence.

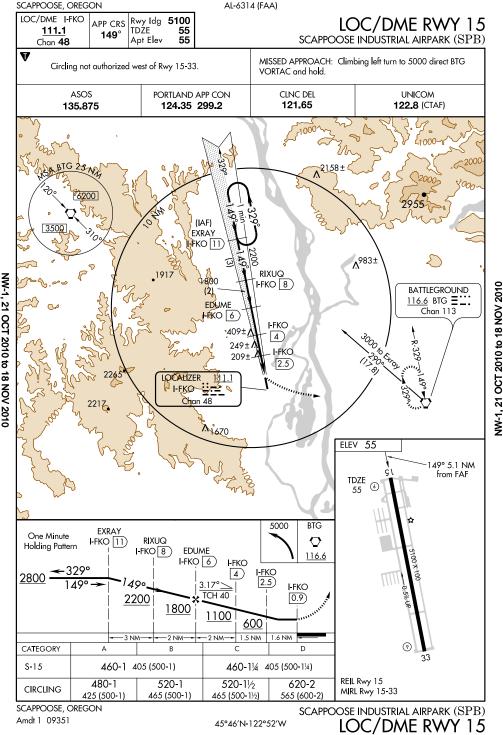
(See GLENEDEN BEACH)

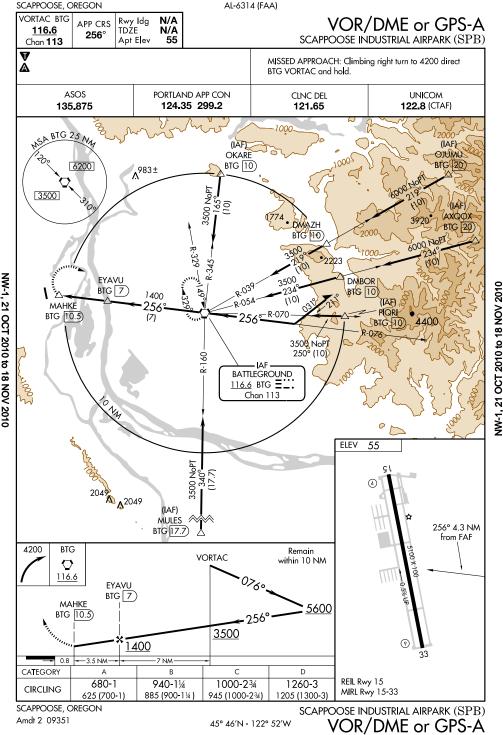
SILVER LAKE F S STRIP (45S) 3 SW UTC-8(-7DT) N43°06.66' W121°05.65'

AIRPORT REMARKS: Unattended. Rwv soft when wet, call 541-576-7520 for current conditions, Rwv 03 outlined with

L-2J KLAMATH FALLS L-2J KLAMATH FALLS

white tires. Rwy 03-21 has fence post at each end of rwy painted orange and white. Rwy 03-21 weed growth





OREGON 138

> Tree. AIRPORT REMARKS: Unattended, Deer on and invof arpt, Rising terrain off departure end of Rwy 02. Check density altitude/acft

(6K5)

COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE RDM. DESCHUTES (H) VORTACW 117.6

3168 NOTAM FILE MMV

RWY 02: Thid dspied 340'

SISTERS EAGLE AIR

1 N UTC-8(-7DT) N44°18.27′ W121°32.35′ RWY 02-20: H3550X30 (ASPH) S-4

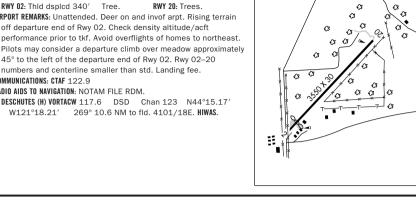
45° to the left of the departure end of Rwy 02. Rwy 02-20

RWY 20: Trees.

numbers and centerline smaller than std. Landing fee.

DSD Chan 123 N44°15 17' W121°18.21' 269° 10.6 NM to fld. 4101/18E. HIWAS.

(See NORTH BEND)



KLAMATH FALLS

I-1B

SOUTHWEST OREGON RGNL

SKYPORT

SPORTSMAN AIRPARK (See NEWBERG)

(See CORNELIUS)

STARK'S TWIN OAKS AIRPARK (See HILLSBORO)

SUNRIVER

(S21) 1 W UTC-8(-7DT) N43°52.58' W121°27.18'

FUEL 100LL, JET A, A+ TPA-5164(1000) NOTAM FILE MMV RWY 18-36: H5455X75 (ASPH) S-30 LIRL

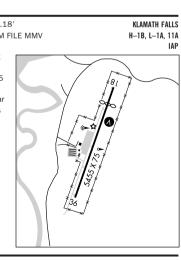
RWY 18: VASI(V2L)—GA 3.5° TCH 22'. Thid dsplcd 988'. Tree. Rgt tfc. RWY 36: Trees.

AIRPORT REMARKS: Attended 1 Apr-15 May 1630-0100Z±, 16 May-15 Jun 1600-0200Z‡, 16 June-15 Sep 1600-0200Z‡, 16 Sep-15 Oct 1600-0130Z±, 16 Oct-30 Nov 1600-0100Z±, 1 Dec-31 Mar 1630-0030Z‡. After hrs fuel call 541-593-4603 for insructions or call after hrs emergency 541-480-1688. Flocks of waterfowl invof arpt. For fuel after hrs phone 541-593-1000. For noise abatement departing acft are urged to climb west of arpt prior to turning on course. ACTIVATE LIRL Rwy 18-36 and VASI Rwy 18-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.3 (MC MINNVILLE RADIO) SEATTLE CENTER APP/DEP CON 128.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RDM. DESCHUTES (H) VORTACW 117.6 DSD Chan 123 N44°15.17'

W121°18.21' 178° 23.5 NM to fld. 4101/18E. HIWAS.



THE DALLES N45°42.82′ W121°06.06′ RCO 122 65 (SEATTLE RADIO)

SFATTLE I-13A

SUNRIVER, OREGON AL-6978 (FAA) VORTAC DSD VOR/DME RWY 18 Rwy Idg 4467 APP CRS TDŹE 4162 117.6 178° SUNRIVER (S21) Apt Elev 4164 Chan 123 V Obtain local altimeter setting on CTAF; when not received, MISSED APPROACH: Climbing left turn to 7000 via DSD use Redmond altimeter setting. R-178 to DSD VORTAC and hold. Circling NA at night to Rwy 36. SEATTLE CENTER UNICOM 128.15 257.75 122.8 (CTAF) (R-358 IAF DESCHUTES <u>117.6</u> DSD **Ξ**∷ Chan 123 2000/ 178° 177 NW-1, 21 OCT 2010 to 18 NOV 2010 9175 COKAY 5560 DSD [11) 6178 DSD 25 Ny 7100 9080 PEDME DSD [17) 11600 DOCAS -5697 DSD 23.1 6890 ELEV 4164 5359± A 178° 6.2 NM 5013 **^** from FAF 7000 DSD COKAY VORTAC DSD [11) ♡ DSD TDZE PEDME 117.6 R-178 4162 DSD 17 178° 7000 **DOCAS** 3.04° 7000 DSD 23.1 TCH 40 Procedure 6200 Turn VGSI and descent angles not coincident. NA 0.1 6.1 NM 6 NM 11 NM CATEGORY D Α С 5440-11/4 5440-11/2 S-18 5440-3 1278 (1300-3) 1278 (1300-11/4) 1278 (1300-11/2) 5440-11/4 5440-11/2 CIRCLING 5440-3 1276 (1300-3) 1276 (1300-11/4) 1276 (1300-11/2) REDMOND ALTIMETER SETTING MINIMUMS 5660-11/4 5660-11/2 S-18 5660-3 1498 (1500-3) 1498 (1500-11/4) 1498 (1500-11/2) 5660-11/4 5660-11/2 5660-3 1496 (1500-3) CIRCLING LIRL Rwy 18-36 (1496 (1500-11/4) 1496 (1500-11/2) SUNRIVER, OREGON SUNRIVER (S21)Amdt 1 10098 VOR/DME RWY 18 43°53′N-121°27′W

0.6% up

SEATTLE

IAP

H-1B, L-13A

THE DALLES COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS) 2 NE UTC-8(-7DT) N45°37.11′ W121°10.04′

NOTAM FILE DLS

Rwy 25.

MIRL

SF RWY 12: Thid dspicd 200'. Trees. RWY 30. REII S-30, D-30 MIRL

RWY 07-25: H4647X100 (ASPH) RWY 07: Thid dspicd 440'. Trees. RWY 25: Thid dspicd 196'. AIRPORT REMARKS: Attended 1600-0200Z±. Waterfowl on and inovf

B S4 FUEL 100LL. JET A1

RWY 12-30: H5097X100 (ASPH) S-30, D-30

arpt. PPR for overweight ldgs. Mtns byd 5000' approach Rwy 30. Arpt physically located in state of Washington, ACTIVATE MIRL Rwy 12-30, Rwy 07-25 and REIL Rwy 30-CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (509) 767-1726. COMMUNICATIONS: CTAF/UNICOM 123.0 THE DALLES RCO 122.65 (SEATTLE RADIO) SEATTLE CENTER APP/DEP CON 119.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS. KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81'

185° 6.4 NM to fld. 3220/21E. W121°06.05′

2AWIH ILS/DME 109.35 I-DLS Chan 30(Y)

unusable byd 33° right of course. TILLAMOOK (TMK) 3 S UTC-8(-7DT) N45°25.10′ W123°48.86′

FUEL 100LL, JET A NOTAM FILE TMK RWY 13-31: H5001X100 (ASPH) S-60, D-75, 2D-125 MIRL RWY 13: REIL, PAPI(P2L)-GA 3.0°, TCH 40', Fence.

RWY 31: PAPI(P2L)-GA 3.5° TCH 40'. Brush. RWY 01-19: H2910X75 (ASPH) S-40, D-46, 2D-67 MIRL RWY 01: PAPI(P2L)-GA 4.0° TCH 45', Fence.

birds on or near arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 01-19-CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr

RWY 19: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc. AIRPORT REMARKS: Attended 1700-0100Z‡. Rwy 13 REIL out of svc indefinitely. Ultralight acft on and invof arpt. Occasional flocks of

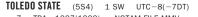
continuously. WEATHER DATA SOURCES: AWOS-3 120.0 (503) 842-8792. COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE APP/DEP CON 124.2. RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 256° 35.6 NM to fld. 1440/21E, HIWAS.

TOKETEE STATE



7 TPA-1007(1000) NOTAM FILE MMV

RWY 13: Trees. RWY 31: Trees.

(See CLEARWATER)

4647 X 100

O C

SEATTLE H-1B. L-1C

IAP

0.4% up SE 61 000

RWY 13-31: H1750X40 (ASPH)

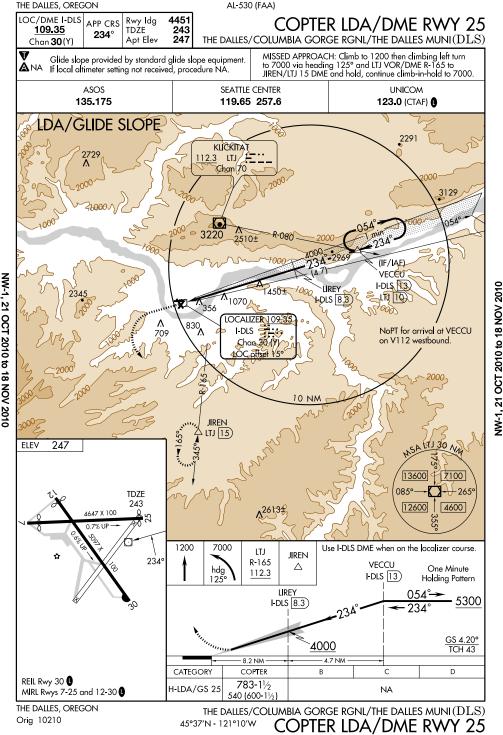
AIRPORT REMARKS: Unattended, Numerous deer and waterfowl invof of arpt, Owner advises contact with Department of Aviation 503-378-4880 prior to use. Trees in transition area. Rwy 13 has 120' trees near centerline, curve apch path from over water. Unpaved ramp and twy.

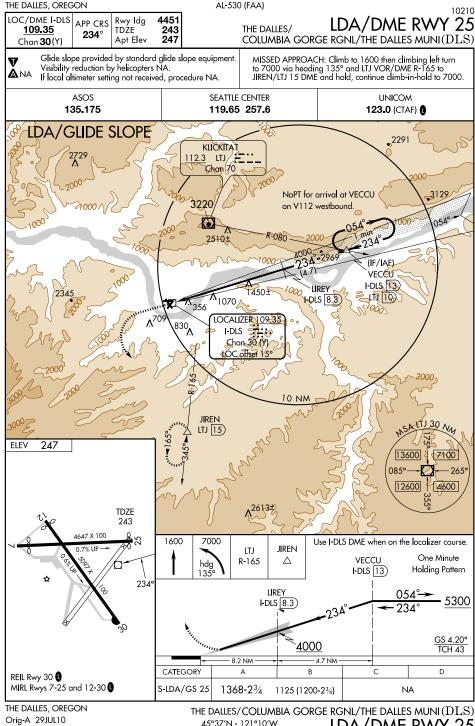
N44°36.06' W123°56.37'

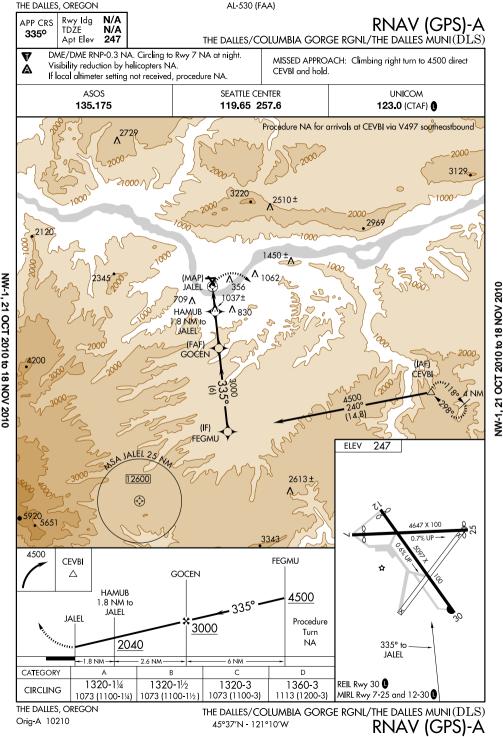
COMMUNICATIONS: CTAF 122.9 TURNO N44°50.85′ W122°57.06′. NOTAM FILE SLE. NDB (LOM) 266 SL 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.

SEATTLE

SEATTLE







0.6% up

SEATTLE

IAP

H-1B, L-13A

THE DALLES COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS) 2 NE UTC-8(-7DT) N45°37.11′ W121°10.04′

NOTAM FILE DLS

Rwy 25.

MIRL

SF RWY 12: Thid dspicd 200'. Trees. RWY 30. REII S-30, D-30 MIRL

RWY 07-25: H4647X100 (ASPH) RWY 07: Thid dspicd 440'. Trees. RWY 25: Thid dspicd 196'. AIRPORT REMARKS: Attended 1600-0200Z±. Waterfowl on and inovf

B S4 FUEL 100LL. JET A1

RWY 12-30: H5097X100 (ASPH) S-30, D-30

arpt. PPR for overweight ldgs. Mtns byd 5000' approach Rwy 30. Arpt physically located in state of Washington, ACTIVATE MIRL Rwy 12-30, Rwy 07-25 and REIL Rwy 30-CTAF.

WEATHER DATA SOURCES: ASOS 135.175 (509) 767-1726. COMMUNICATIONS: CTAF/UNICOM 123.0 THE DALLES RCO 122.65 (SEATTLE RADIO) SEATTLE CENTER APP/DEP CON 119.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DLS. KLICKITAT (H) VORW/DME 112.3 LTJ Chan 70 N45°42.81'

185° 6.4 NM to fld. 3220/21E. W121°06.05′

2AWIH ILS/DME 109.35 I-DLS Chan 30(Y)

unusable byd 33° right of course. TILLAMOOK (TMK) 3 S UTC-8(-7DT) N45°25.10′ W123°48.86′

FUEL 100LL, JET A NOTAM FILE TMK RWY 13-31: H5001X100 (ASPH) S-60, D-75, 2D-125 MIRL RWY 13: REIL, PAPI(P2L)-GA 3.0°, TCH 40', Fence.

RWY 31: PAPI(P2L)-GA 3.5° TCH 40'. Brush. RWY 01-19: H2910X75 (ASPH) S-40, D-46, 2D-67 MIRL RWY 01: PAPI(P2L)-GA 4.0° TCH 45', Fence.

birds on or near arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 01-19-CTAF. PAPI Rwy 13, Rwy 31, Rwy 01, and Rwy 19 opr

RWY 19: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc. AIRPORT REMARKS: Attended 1700-0100Z‡. Rwy 13 REIL out of svc indefinitely. Ultralight acft on and invof arpt. Occasional flocks of

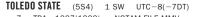
continuously. WEATHER DATA SOURCES: AWOS-3 120.0 (503) 842-8792. COMMUNICATIONS: CTAF/UNICOM 122.8

SEATTLE APP/DEP CON 124.2. RADIO AIDS TO NAVIGATION: NOTAM FILE MMV.

NEWBERG (H) VORW/DME 117.4 UBG Chan 121 N45°21.19'

W122°58.69' 256° 35.6 NM to fld. 1440/21E, HIWAS.

TOKETEE STATE



7 TPA-1007(1000) NOTAM FILE MMV

RWY 13: Trees. RWY 31: Trees.

(See CLEARWATER)

4647 X 100

O C

SEATTLE H-1B. L-1C

IAP

0.4% up SE 61 000

RWY 13-31: H1750X40 (ASPH)

AIRPORT REMARKS: Unattended, Numerous deer and waterfowl invof of arpt, Owner advises contact with Department of Aviation 503-378-4880 prior to use. Trees in transition area. Rwy 13 has 120' trees near centerline, curve apch path from over water. Unpaved ramp and twy.

N44°36.06' W123°56.37'

COMMUNICATIONS: CTAF 122.9 TURNO N44°50.85′ W122°57.06′. NOTAM FILE SLE. NDB (LOM) 266 SL 330° 4.3 NM to McNary Fld. LOM unmonitored when twr clsd.

SEATTLE

SEATTLE

